

# MANUFACTURERS' RECORD.

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## Manufacturers' Record.

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BALTIMORE, FEBRUARY 15, 1900.

### A Compliment to the Manufacturers' Record in Criticism of It.

In a letter to the Manufacturers' Record Mr. Horace M. Engle of Roanoke, Va., makes the criticism that "while the Manufacturers' Record makes interesting reading to anyone interested in the development of the South, there is so much of it that I almost dread to take it up for the time it takes." He thinks that the publication "undertakes to cover so broad a field that a reader is apt to be engulfed in the much matter which comes to hand weekly." And he suggests either "less matter or more paper." To this criticism there is but one reply. The Manufacturers' Record, it is true, does endeavor to cover a large field, and it does handle so much matter every week that, for the benefit of the great mass of its readers, men in active business who desire to have a medium of quick and handy information, it has followed the policy of *multum in parvo*, the policy of condensing much information in a small space. It might devote more space than it does to some items, but thereby it would be obliged to omit others equally as valuable or add to the bulk of its pages, which would defeat its very purpose.

### For Southern Prosperity.

In a letter to the Manufacturers' Record Mr. Woodson R. Oglesby, secretary and treasurer of the Standard Phosphate & Fertilizer Co. of Acme, Fla., writes:

We believe that the prosperity of the South, as well as the success of any industry, can only be assured by the adoption of the most modern methods and the employment of the strictest business principles, and we shall proceed on this theory in an effort to do our share toward demonstrating the proposition.

Permit us to extend to you our heartiest congratulations upon your very successful efforts to keep before the manufacturing and mining interests a periodical calculated to inspire the best endeavor.

Mr. O. N. Richardson, secretary and treasurer of the High Point (N. C.) Machine Works, in a letter to the Manufacturers' Record writes:

The second week that you had our engine cut in your journal last year we had a letter from a party in Apalachicola, Fla., asking for our prices. We quoted him, and he sent us an order for one of our engines and a check for the same, and he stated that he had seen our cut in the Manufacturers' Record.

### Plain Talk to Texans.

The proposed tax bill now before a special session of the Texas legislature has aroused justifiable antagonism of Texans who have the best interest of their State at heart. Among the most outspoken on this point is ex-Senator Roger Q. Mills. He was invited to address the legislature on the subject, and did so with all his characteristic vigor. Starting with the contention that there was no necessity for the session of the legislature, and that the plan of taxation proposed, reducing the taxes of certain classes of citizens and increasing the taxes of certain other classes unjustly and unequally, was a departure from the principles of a free democratic government, he reviewed the particularly obnoxious features of the bill as manifested in its treatment of the occupation tax, the possibility of double and triple taxation and the tax on gross receipts. He said that the legislature might have the power to go to such extremes, but it had not a right to do so. He vehemently opposed the principle of gathering taxes for the sake of imposing burdens upon certain classes, if not, indeed, for the purpose of destroying lawful business and driving away anything repugnant to those who had framed the report submitting the bill. In conclusion, he insisted that all the burden of gross receipts, of occupation taxes and other unjust features of the bill would come home to the farmers, and he warned the legislature to move slowly and thoughtfully in the matter.

The point made by Mr. Mills that the measure would permit the expulsion from the State of anything objectionable to certain influences assumes greater significance in the light of an incident which occurred during the discussion of an amendment providing for an income tax, when one of the speakers, Mr. Travis Henderson, alluding to the slow progress made with the bill, said, according to a dispatch from Austin, that no intelligent man expected any tax legislation at this session, but that the action of the session would simply furnish campaign material for use during the summer. Mr. Henderson being on the ground and a member of the legislature, ought to be an authority on that point. If his view is correct, the Texas legislature is not the only body of the kind which is inclined to waste the money of taxpayers in accumulating material for a political campaign. It may be, however, that the meeting of the Texas legislature may furnish the people of Texas with campaign material not intended to be given them by the promoters of the tax bill. The attitude of members of the legislature toward the vital questions involved in the measure, instead of strengthening before the people the advocates of taxation levied upon the principle that half a dozen interests should bear the bulk of the burden or should be driven from the State, may result in such wide discussion of the part which the interests most assailed

by the bill play in the material development of the State, that the people will reach the conclusion that they cannot afford to keep in public life men who are short-sighted enough to cripple, by unjust taxation, the railroads or other organizations requiring a vast outlay of capital to such an extent that the progress of the State shall be halted.

### Favor More Ships.

At the last meeting of the Chamber of Commerce of Richmond, Va., it was unanimously resolved:

That the bill introduced in the House of Representatives, H. R. 64, and in the Senate of the United States, S. 727, during the month of December, 1899, entitled "a bill to promote the commerce and increase the foreign trade of the United States, and to provide auxiliary cruisers, transports and seamen for government use when necessary," is believed to represent a well-considered plan for the creation and support of an ocean merchant marine under our flag, and that our senators and representatives are urged to give it their active support as a great national measure, irrespective of party politics.

The preamble adopted at the same time expressed the belief that government aid "is necessary to induce citizens of the United States to build and operate on the ocean merchant vessels to carry our foreign trade in competition with the vessels of foreign nations, which now monopolize said trade to the almost exclusion of vessels of our own country, and that prosperous shipbuilding and owning industries are essential to the welfare of the nation in time of peace, and to its safety in time of war, benefiting all citizens, wherever and whatever may be their field of labor."

In these few words was expressed an amount of truth which could not have been more forcibly put had thousands of words been employed to elaborate it. They fully explain why the progressive men of the country are favoring the measure known as the Frye-Payne bill. They do not, however, explain the unanimity of the support given the resolution by the representative business men of Richmond. For that we must look largely to one factor in Richmond life, the William R. Trigg Company, whose president, having successfully demonstrated the advantages of Richmond as the locomotive builder, is now proving that it can compete successfully with other communities as a builder of ships and of war vessels for the United States government. In his undertaking he has had the hearty, practical support of Richmond capital, and the work already done at the shipyard has given a decided impetus to the industrial life of the city. It is not proposed to stop at what has already been done. There are definite plans for enlargement of the operations under favorable circumstances at the shipyard, of great improvements in the James river consequent upon the vital interest of the government in the shipyard, and, consequently, reasonable expectations that commerce, manufactures and domestic trade of the city

shall advance. What has happened at Richmond may be expected to follow at other Southern points, it may be, not through the establishment of other shipyards, but through the general expansion of industry and business consequent upon the part taken by the South in providing the means for an enlargement of American trade.

### Grain from Gulf Ports.

From Marseilles, France, comes the official report to the State Department that complaints have been made of the condition of cargoes of wheat shipped from Galveston and New Orleans, and that confidence cannot be placed in the certificates of inspection issued at the two ports. Mr. Robert P. Skinner, the consul at Marseilles, says that the country is not dependent upon American crops under ordinary conditions, and it is of the highest importance that our relations with wheat customers should be based upon mutual confidence. He makes some suggestions, including one that the Department of Agriculture might effect an organization whereby grain intended for export could be inspected and classified by government experts and their certificates made the basis of our foreign trade, replacing the certificates of private corporations. He is evidently impressed with the genuineness of the complaints, and believes that there is a basis for them. It might be well for shippers at Southern ports to look into the matter. While they are investigating it, however, they might benefit themselves by discovering why reports of such complaints are usually made about the time that the older wheat shippers on the North Atlantic seaboard are attempting to prevent grain which formerly passed through their hands from following the natural trend of shipments by way of the Gulf ports.

### Traced to Its Source.

The engineering world of Europe has not recovered from the surprise over the remarkable performance at Antwerp of a big dredge-boat constructed in Belgium for the Russian government on plans prepared by an American engineer, Mr. Bates of Chicago. Under the contract the boat was to have a capacity of 1600 cubic yards of dredging per hour. She recorded a capacity of 1500 yards on trial. So great was the interest in the trial that most of the foreign ambassadors were present, the Belgium cabinet, commissions from Australia, India, Germany, France, the Argentine Republic and hundreds of engineers from all parts of Europe. Trains were run at reduced rates to accommodate the people eager to see the American dredge, the most powerful in the world, and for six weeks boats were kept running at Antwerp to carry visitors to the point of operation. The immediate effect has been to cause orders to be placed for similar dredges for India, Australia and Russia. The facts are reported to the State Department by Consul-General Holloway at St. Petersburg.—New York Journal of Commerce.

All of this is an outcome of an article in the Manufacturers' Record several years ago. When Mr. Bates constructed at the Maryland Steel Works his great dredge for operation on the Mississippi river a full description of it was published in the Manufacturers'

Record. This attracted the attention of a United States government official located at Brussels, who wrote to the Manufacturers' Record for a number of extra copies, which were placed in the hands of the government officials of Belgium and Russia, and out of it came the negotiations which brought this dredge to the attention of European governments, and which will doubtless result in contracts aggregating many millions of dollars.

### INDUSTRY AT ANNISTON.

#### Influences Contributing to Its Enlargement.

[Special Cor. Manufacturers' Record.]  
Anniston, Ala., February 12.

The Alabama Mineral division of the Louisville & Nashville Railroad broke the record yesterday for freight work, hauling over 300 cars. This is the largest day's freight work in the history of the division. The record was previously broken on Thursday, when 279 cars were hauled. This great freight boom is due to the unusual industrial prosperity of Anniston and the other places along the line, the great activity of the Alabama Consolidated Coal & Iron Co. at Ironaton and Gadsden, the new and extensive lime interests just north of this city, and the unprecedented development now in progress in the Anniston brown hematite iron-ore district.

The splendid success of the three large cotton mills which Anniston already has in operation has caused the inauguration of a movement to build a fourth mill to cost \$100,000, by home capital.

The Iron Mountain Brown Ore Mining Co. has been organized here, with J. G. Adams of this city as secretary and treasurer, and has purchased valuable iron properties at Iron City, fifteen miles east of here, which it will proceed to develop extensively at once. George S. Adams will superintend the mining operations.

The Iron City Brown Ore Co. has been organized, with I. Levi of this city as president and general manager. It has acquired valuable iron lands at Iron City, and has about seventy-five men engaged in mining, over 100 tons being raised a day. The company has contracts for its entire output for four months.

The machinery and equipment is being put in at the plant of the Anniston Electric & Gas Co. to give this city a more complete incandescent-lighting system and to greatly improve the arc-light and power system.

The Pratt & Yates Bag Co., which began operations here four or five months ago and has since been running to its full daily capacity, employing about fifty girls, will double its output by putting on a night force, increasing the number of operatives to about 100, just as soon as the additional help can be secured. The company is rushed with orders. Besides many smaller orders by mail on that and other days, two large orders were received by telegraph one day last week—one for 200,000 flour bags and the other for 100,000 flour bags. The company will probably add a bleachery in the near future.

The Jenifer iron furnace was put in blast this morning at 1 o'clock. It will use charcoal as fuel for awhile, and then probably change to coke.

It is stated that an immense bed of kaolin has been discovered six miles west of Fort Valley, Ga. The chemist in his analysis of the samples states that it is exceedingly plastic, and on firing at a full red heat burns to a pure white. It will resist without fusing a temperature of 3300 degrees Fahrenheit. It is regarded as very valuable, and most suitable for potters' use in wares of the highest grade.

## ADVANCE IN ALL COTTON MARKETS.

### Features of the Situation—Apprehension Concerning the Next Egyptian Crop.

By Col. Alfred B. Shepperson.

The New York Cotton Exchange was closed yesterday on account of Lincoln's birthday, but the transactions in futures today were very large—probably 800,000 bales—and the closing prices were thirty-seven to thirty-eight-hundredths of a cent higher than Saturday (10th inst.) for deliveries in the present crop, and seventeen to twenty-three-hundredths for deliveries in the next crop. Spot cotton advanced three-sixteenths of a cent to eight and three-quarters cents for middling uplands. In Liverpool spot cotton advanced three-thirty-seconds of a penny on Saturday and one-sixteenth of a penny today, closing at five and one-eighth pence for middling, while futures here gained about five-thirty-seconds of a penny since Saturday. Southern markets have kept pace fully with the advance here. There was liberal buying here of futures today for foreign account, for Southern account and apparently from all quarters. Private cables from Liverpool variously attributed the sharp advance there to "enormous buying for home and continental account, due to legitimate causes," and to "large buying for Alexandria, Egypt, account."

My letter of the 6th inst. stated that the recent advance and activity in cotton were chiefly due to large purchases of spot cotton and futures for European account. One of the reasons given for the liberal buying was the general reduction in European estimates of the American crop. I should have mentioned also the general realization by our European friends of the fact that in their expectation of a large crop and lower prices they had failed to secure their share of our crop. The diminishing stocks in Europe (now 1,114,000 bales less in Liverpool and 233,000 bales less in continental ports than a year ago) emphasized the necessity for buying. The exports of American cotton since September 1 are 1,500,000 bales less to Great Britain than for corresponding time last season, and 600,000 bales less to the Continent. The size of the American and India crops are still matters of conjecture, though admitted to be very much less than last season, but the small and diminishing stocks in European markets are concrete and significant facts compelling prompt and liberal buying by the spinners and dealers who have need for cotton now or in the early future.

While English and continental spinners and operators seem to have realized that the supply of cotton for the season will be far less than their earlier expectations, they have not yet fully grasped the extent of the increased consumption of cotton due to the great wave of prosperity now pervading nearly every civilized country. American mills are enjoying a flood tide of activity and prosperity, and European mills are doing a larger and more prosperous business than of recent years. Goods and yarns have advanced correspondingly with cotton; indeed, they advanced sharply long before cotton.

The published reports of the Lancashire (England) cotton mills for the year 1899 show larger average profits than for any year since 1883. Their annual dividends ranged from 4 to 12½ per cent. (averaging about 10 per cent.), after carrying to the reserve fund rather more than half as much as the declared dividends. The mills convert cotton into yarns and goods

purely for the profit there is in the process, and an advance in cotton will not affect the volume of their business at all so long as an equivalent advance can readily be obtained for the manufactured product. A pound and one-fourth of raw cotton will make five yards of goods, so that an advance of a cent a pound on cotton would cause an increase of only about one-fourth of a cent a yard in the cost of many classes of goods. Surely so small an advance would not check the sales of goods, even if trade was not so generally active and healthy as now.

The recent circular of Mr. Thomas Ellison of Liverpool has just been received. He takes my estimate of the crop (9,500,000 bales) as the basis for his estimates of supply and consumption for the season, and assumes that while there will be no increase in consumption by the mills of any country, the European spinners will consume 300,000 bales less than last season. He thinks that if more American cotton should go to Japan less will go to American mills, and says the reduction of 300,000 bales in European consumption is "as certain to occur (though it is difficult to say when or where) as the annual visit of the tax collector, unless the American crop reaches 10,000,000 bales." In referring to my statement in December that, allowing only for the increase in American consumption, 11,300,000 bales of American cotton would be wanted for the season, Mr. Ellison says: "Where the cotton is to come from goodness only knows. Good trade can do wonders, but it cannot enable spinners to evolve yarn out of their inner consciousness." I fully agree with Mr. Ellison that European spinners cannot spin cotton yarn out of material so shadowy as their "inner consciousness," nor is American ingenuity equal to the task, though wooden nutmegs and sawdust hams are made in Connecticut. Mr. Ellison estimates that at the end of the season, September 30, there will be 686,000 bales of cotton in European ports, and that European mills will have a surplus stock of 236,000 bales. These port stocks and mill reserves will furnish the 300,000 bales needed to make European consumption as much as last season. If the European mills do not spin as much or more cotton than last season, it will be, I think, only because of their inability to get it. The effort to obtain the needed supply may carry the price of cotton even considerably beyond present prices, and this is a very strong feature of the outlook for cotton.

As price is regulated by supply and demand, values can be attacked as effectively by underestimating the demand as by overestimating the supply. The campaign against cotton based on too narrow a view of the legitimate demand for it is likely to come to grief sooner than the unfortunate campaign based upon the excessive overestimate of the supply. A reaction from today's advance may occur at any time and be a sharp one, for it must be remembered that many operators in futures have large profits, and the attempt to realize them on a large scale would likely cause some decline. The reaction, however, would probably be only temporary, because the advance in cotton rests upon the solid foundation of a limited and diminishing supply, coincident with a large and increasing demand.

### The Egyptian Crop.

For some time much apprehension has existed respecting the next cotton crop of Egypt in consequence of the extremely low stage of water in the Nile, as Egypt is merely a plain of desert sand, and no crop can be grown without irrigation, and a plenty of it. Within a few months the price of some grades of Egyptian cotton has nearly doubled. Sir William E. Garstin, under secretary of state for public works and head of the irrigation department, has published on January 25 an official circular on the subject. After saying that the record at Assouan shows lower water on January 15 than recorded on that date for any previous year, he states that the great equatorial lakes and the streams which supply the headwaters of the Nile are unprecedentedly low, and adds that "it is certain, even should the period of annual rainfall in Abyssinia and the Soudan be advanced and an early flood result, that exceptional scarcity of water must exist in Egypt during the months of April, May, June and July. The water available in the river during this period must, under any circumstances, be barely sufficient to preserve the cotton crop, and will certainly not suffice for the irrigation of rice as well."

Realizing that it is the most important crop of Egypt, every effort will be made by Sir William Garstin to save the cotton crop by the sacrifice of the rice and other crops.

A valued correspondent, who is not only one of the most intelligent gentlemen, but one of the most prominent merchants in Egypt (and a cotton-grower as well), writes me from Alexandria on January 25 as follows: "The Nile is lower than it has ever been before, and there is not the slightest doubt that the next crop will be very short owing to the want of water. Our irrigation department, which cannot be too highly praised, will do wonders, but, in my opinion, nothing will save the crop from suffering greatly. Opinions differ about the significance of Sir William Garstin's circular, which is being published all over the country, so that cultivators may judge for themselves and take their measures accordingly. I must say, reading between the lines, I consider it very black (discouraging). This is also the general opinion here, as is proved by our market having advanced half a dollar today. It is very probable that, owing to the higher prices, an area even larger than last year will be planted, but it will be absolutely impossible for it all to be watered. Even last year, with a good Nile, some outlying districts suffered from want of water."

The present Egyptian crop will be about 6,500,000 cantars, while Sir William Garstin states that the crop of 1889-90, which was the last crop with a low Nile, was only 3,200,000 cantars. The exports from Egypt this season will be about 850,000 bales of 750 pounds, but the next crop may easily be 250,000 to 300,000 bales less. As these bales weigh about half as much again as American bales, the shortage in the Egyptian crop may prove quite a serious matter in the European calculations of next season's supply.

New York, February 13.

### "Greatest Industrial Periodical."

We are in receipt of that excellent journal, the Manufacturers' Record, published at Baltimore. It is beyond peradventure the greatest industrial periodical in our country, and is doing more for Southern development than any other publication. It is filled with well-written and interesting articles dealing with a large variety of subjects.—Lebanon (Va.) Outlook.



## COKE AT BIRMINGHAM.

## Pressing Necessity for an Enlargement of the Field There.

[Special Cor. Manufacturers' Record.]  
Birmingham, Ala., February 13.

The iron market was not quite as active the past week as it was the preceding week, yet a fair business was transacted. Prices, too, were a little irregular. While some interests that are well sold up have firmly resisted the allurements of price-breakers, there were some who yielded to the pressure and granted the demanded concessions. But they were not concessions open to any takers. They were special cases, and in each one an object was aimed at. Probably it was attained, and this tells the story. In one case the buyer was allowed the selling commission off of quotations. This is not an unusual thing when circumstances prompt it, but it is practically a cut of thirty-five cents to the buyer. Some foundry No. 2 went at \$17, but this was a case we often see advertised in other lines of business as "just to introduce our goods." Some No. 3 foundry, it is charged, was offered at \$16. It is probably true. But it is desirable to emphasize the fact that these cut prices are not the general market. The news was quickly spread in buying centers, and offers to buy at these prices quickly came, only to be declined. So we can consider the drop as only temporary and continue our quotations at \$17.50 for No. 2 foundry, with some sales at irregular prices down to \$17. Export inquiry continues fair, but completed transactions are insignificant as yet. More or less ocean room is being taken as offered, but it is almost altogether to even up old business. Probably 25,000 tons is yet due on this old business.

The Sloss Iron & Steel Co. announces that for the Philadelphia and Pittsburgh territory J. K. Dimmick, Drexel Building, Philadelphia, will hereafter be the selling agent, and for the Ohio district the selling agents will be Stevenson, Field & Co., Board of Trade Building, Columbus, Ohio.

Rogers, Brown & Co. at their office here have added coal and coke to their business, and stand ready to lift the pressure even now in extreme cases. And this reminds the writer that New England points were in our market last week for both coal and coke in large quantities. Nothing could be done for them. Then Mexico was an earnest applicant, and "the islands of the sea" had wants to be supplied. Even the European Continent was knocking at our door asking for prices on cargoes of each. To cap the climax, the California smelting interest sent an agent to buy coke for spot delivery and to contract for it in large volume for future delivery. He succeeded in getting some spot and nearby coke at \$4 per ton. This accentuates the oft-repeated statement that the coke supply was in the same position as iron. This industry must be largely increased in this district. What has been done and what is as yet incomplete will not more than satisfy the needs of the new industries that have been inaugurated and are contemplated. The penetration of the Warrior coal fields by the railroads is the precursor to a great production of coke in that district. It will take time, but it is sure to come. When it does come we will occupy in the coke market pretty nearly the same position we hold in the iron world.

It is announced that two new industries that will turn out steel products have determined to locate here, and will select their sites this week. One is said to contemplate an investment of \$300,000, and the other of \$500,000.

Part of the machinery of the rod and wire-nail mill has been started to test its efficiency.

The development of the mining interests continues, and is limited only by the ability to obtain the necessary machinery for efficient results. At the present time the Louisville & Nashville Railroad is putting in ten spur tracks to as many different interests to facilitate business. The Birmingham Railway & Electric Co. is tearing up its old tracks and relaying with heavy rails to meet the demands of increasing travel. The Birmingham Realty Co., which is the old Elyton Company under a new name, has entered the field again as a potent factor in the progress and development of the city.

J. M. K.

## Eastern Iron Markets.

[Special Cor. Manufacturers' Record.]  
Philadelphia, Pa., February 12.

A careful review of the situation today, based upon the opinions of the leading brokers and manufacturers, warrants the statement that a large amount of business placed very soon would be evidenced if a few concessions were made in prices. Up to this writing no concessions have been allowed; in fact, for several reasons manufacturers think they are not justified in selling iron or agreeing to sell iron or steel at anything less. There is a very heavy demand in sight from their standpoint. Besides, the cost of materials is high; coal is likely to advance; freight may advance farther, and until these uncertainties are removed they feel like pursuing a more conservative course. Quotations of No. 1 pig-iron are \$25 to \$25.50; No. 2, \$23 to 24; gray forge, standard brands, \$20.25 to \$20.75; steel billets, \$36.50 to \$37; muck bars, \$30.50; best refined iron, 2.20; angles, 2.40 to 2.50; sheet iron for No. 28 is 3.40. Structural material is also firm, and plates in large lots cannot be had at anything less than current selling prices, which are a trifle below the quoted rates. There is a rumor of a break in prices, but it is without any foundation. There is no competition or sign of competition East or West. Everything looks all right, and a big business is in sight. It may not be presented until later in the spring because of the policy of manufacturers to not book orders as far ahead as they did last year. A great many of them lost money, and a good many are now only filling orders which were booked several months ago. They will pursue a different policy this year and book orders for delivery for not further than three months ahead if they can manage that way. There are also rumors of large orders for steel rails and finished material to come from abroad, and certainly the recent order which one company received for 6000 tons of steel rails for Norway shows that we have big chances on the other side. The demand for machinery and electrical equipment, according to the statement of an expert just returned from abroad, will be of a surprising nature to even those manufacturers who imagine they are keeping in touch with developments abroad. Everything in our machine shops and factories is busy, workmen are satisfied, and overtime is being made in many. It is expected that the leading railroad companies will be large buyers of equipments, rails, locomotives and cars within the next sixty days. Scrap is very hard to get, and high prices prevail for all kinds.

The output in the Joplin (Mo.) district during the week ended February 10 was 9,265,800 pounds of zinc ore and 970,080 pounds of lead ore, valued in all at \$167,842.

## THE OUTLOOK IN PIG IRON.

## Predictions That Increase in Output in 1900 Will Be Small.

[New York Journal of Commerce.]

Representatives of the pig-iron trade appear to feel little concern over the increase of about 4000 tons per week in the January output of pig-iron, as compared with the production in December. While the number of furnaces in blast on February 1 is considerably larger than on December 1, their aggregate weekly capacity is only about 1000 tons greater than on the latter date. In other words, the increase in the rate of production during January has only a little more than offset the decrease which occurred in December, when a number of furnaces were banked by reason of a scarcity of fuel.

Pig-iron dealers generally express the opinion that only a moderate increase in the output this year is possible, and that this is likely to be readily absorbed by an increased demand. Archer Brown of Rogers, Brown & Co., whose estimates of production for 1899 were very closely confirmed by the actual returns, when questioned upon the outlook for the current year, said: "The production of pig-iron last year was practically 13,620,000 tons. The consumption took all this and also about 600,000 tons more from old stocks. Taking the weekly capacity of 298,000 tons on February 1 as a basis, the production this year would be practically 15,500,000 tons. Assuming this to be a fair estimate, and granting that the consumption remained about the same as in 1899, or say 14,200,000 tons, there would be a surplus at the end of the year of about 1,200,000 tons, or about 8 per cent. of the output."

"Now, the factors to be ascertained are, first, how much production is likely to increase over the present rate, and, second, how much increase can be looked for in the demand. As to a possible increase in production, I suppose that there will be four new large furnaces going into blast during the year in the Pittsburgh and Youngstown district, with a capacity of 400 tons each per day; there will probably be two or three in Alabama of say 150 tons daily capacity each, and say four or five more in Pennsylvania of about eighty tons each. This would give an aggregate daily increase in capacity of about 2500 tons per day, or, say, at the rate of about 750,000 tons per year. Adding this to the current production of 15,500,000 tons per year, would bring the rate at the end of the year up to about 16,250,000 tons annually, and I am willing to make this as a guess of what the rate of production at the end of the year will be, and that the actual output for the current year will be about 15,700,000 tons. All this is on the assumption that prices will be maintained. A very slight break in the price of pig-iron would force some of the older and poorer furnaces out of the market."

"I think that the estimate of new furnaces is a fair one. Nearly every furnace in the country that is capable of turning out pig-iron has already been put in blast."

"As to consumption, this is the point about which everyone wants to know. I can give no better ground for making estimates than the returns recently received from several hundred consumers of pig-iron, which in a general way indicated an increase of from 15 to 20 per cent., or much more than the estimated increase in production. Nearly every concern in the iron trade is increasing its business and enlarging its plant. Practically the whole steel trade expects to do more business this year than in 1899. Against this may be argued that this is Presidential year, or that money-market troubles may

arise or other similar influences. As for myself, I am confident that the consumption of iron will increase heavily and more than take care of any increase in the output."

"In regard to an increase in furnace stocks in January of about 21,000 tons, I do not consider this of importance. Anyone who has followed statistics of the pig-iron trade for any length of time knows that a slight increase in furnace stocks is of no great significance, for the reason that the uncertain element in all calculations is the quantity of iron in consumers' yards. There are about 4000 of these yards in the country. For two months buyers have been holding off, hoping for lower prices. During that time stocks in those yards have, I will estimate, decreased 50,000 tons, and I am certain, therefore, that despite the small increase in furnace stocks, the total stock of iron in the country on February 1 was less than on January 1."

Another factor to be considered in discussing pig-iron production is the shutting down of furnaces for repairs. Hugh W. Adams of Hugh W. Adams & Co. said on this point:

"We hear a great deal of every new furnace that goes into blast, but there is not so much said of those which are shut down. With every set of furnaces there is certain to be one and probably several constantly out of blast. It takes all the way from one to four months to get them back again. Furnaces are constantly being shut down for repairs, and this is a factor to be borne in mind in connection with the erection of new furnaces. I know of hardly any new furnaces which will get into blast this year. The difficulty of getting a suitable location is a serious one. To find a location where ore and fuel can be obtained cheap and yet with a good outlet to the market is not an easy problem. A great many more furnaces would be built if this part of the plans could be readily provided for."

## The Iron and Metal Trades.

[Special to Manufacturers' Record.]

New York, N. Y., February 15.

In its weekly review the Iron Age says: "In many branches of the iron trade buyers and sellers are still pretty far apart, nor have events shaped themselves as yet to make an early breaking of the deadlock probable. So far as pig-iron is concerned, there are reports that some important sales of foundry iron have been made for shipment abroad. One block of 20,000 tons is spoken of. It appears, too, that negotiations are pending for the sale of considerable quantities of basic pig for Germany, to be delivered during the second half of this year. The rise in prices in Europe and the continued heavy consumption may prove the most potent factors in steadying values here. Pittsburgh again reports sales of magnitude of Bessemer pig for the first half of the current year, and little significance is attached to the easing of prices in small lots offered by second hands."

"It is understood that conferences have taken place between the leading producers of steel billets and a very large consuming interest. Propositions and counter propositions have been made involving about 100,000 tons of steel, but the negotiations have been broken off. In the meantime a moderate business is going on the basis of \$33 at mill in the Central West. At least one good sale of sheet bars is recorded."

"In finished iron and steel we may note the contract made by the National Tube Co. for the delivery of forty miles of pipe to Guadalajara, Mexico."

"Some good orders are coming up for structural material, and the bridge shops

continue busy. In this branch the prospects are very satisfactory.

"The car builders continue to be good buyers of bars and shapes, and new business is constantly coming up.

"The plate trade is still weak, in spite of the fact that some lots of magnitude have been placed lately.

"In the steel-rail trade there is some complaint of shading on light sections, while in the standard sections the outside lots previously referred to are still unsold. It is understood that an arrangement has been arrived at between the railmakers and the latest addition to the ranks of producers by which some tonnage is guaranteed.

"In the metal trade tin has continued its upward movement, and has now crossed thirty cents per pound.

"The long-pending sale of lake copper to the leading manufacturers of the Nautack valley seems to have been consummated. Report has it that the Calumet & Hecla Company placed 15,000,000 to 20,000,000 pounds on the basis of sixteen cents per pound, the buyers presumably being guaranteed against a decline."

#### Alabama's Coal Tonnage.

According to the report of the State mine inspector, the output of coal from Alabama during 1899 from mines reported aggregated 6,613,526 tons, an increase of 146,785 tons over the preceding year. It is calculated that other mining companies will report, which will swell the total to fully 7,500,000 tons. The output of the Tennessee Coal, Iron & Railroad Co. alone amounted to 3,024,681 tons during the year, and the Sloss Company to over 1,000,000 tons.

#### A New Winter Resort.

The section of North Carolina included in Moore county, which has been very attractive to winter sojourners in the South for some time past, has greatly increased in popularity through the improvements which have been made in the principal winter resorts—Southern Pines and Pinehurst. The latter community particularly surprises the visitor, on account of the admirable plan upon which it is laid out. It is the idea of a New England capitalist, Mr. J. W. Tufts of Boston, who was attracted to the piney woods of North Carolina several years ago. Although Pinehurst is but five years old, it is one of the most attractive resorts in the country. Mr. Tufts secured control of 6000 acres of land, which has literally been converted into a park containing a New England village. It includes two hotels, a casino and about forty model dwellings planned and built for winter residence. Tennis courts, golf links, baseball grounds, croquet grounds, a bicycle track and a variety of other amusements are afforded, while communication with the outside world is furnished by telephone and telegraph service.

The noted landscape architects, Olmsted, Olmsted & Eliot, prepared the plans for the creation of Pinehurst. It is provided with an adequate sewerage system, while water of an excellent quality is obtained from Pinehurst spring, which is considered one of the best in the South. An electric plant furnishes excellent illumination for the hotels, boarding-houses, dwellings and other buildings. With an area of 6000 acres on which to walk, ride, drive and gain health and strength, the guests have an unusual opportunity to get the benefit of nature's cure, for this park is located in the heart of the pine hills at an altitude of 650 feet. The temperature is exceedingly dry, while the sandy soil absorbs rain and moisture almost immediately, malaria being unknown.

The principal hotels are the Holly Inn,

which was erected when the town was first laid out, and the Carolina. The Holly Inn has accommodations for 200 guests, and contains all of the appointments to be found in a first-class resort of this kind. Such has been the popularity of the place that it was later decided to construct the other hotel, which is now being completed. This is, perhaps, the largest hotel in the Southern States, and one of the finest. It will contain 250 rooms, including forty-nine suites with baths, and has accommodations for 500 guests. Included in the plans are a pavilion for entertainments and dances, sun parlors, while piazzas extend around three sides. The hotel is supplied with steam heat, open fireplaces and elevators, and is connected directly with the Seaboard Air Line Railroad at Southern Pines by an electric railroad. In addition to the hotels are a number of boarding-houses, where persons can obtain good accommodations at very moderate rates. A feature of the casino is a restaurant and bakery, where cottagers can obtain food if desired, although each dwelling has all of the necessary culinary appliances.

Pinehurst and Southern Pines can be reached in eighteen hours from New York, although the climate is such that here snow is almost unknown and the temperature being almost identical with that of Southern France in the winter months.

#### How Roanoke Is Progressing.

The outlook for Roanoke, Va., is very encouraging. This community is showing the benefit of the revival of the metal industry in Southwest Virginia, and has become a center of interest to outside investors. In a letter to the Manufacturers' Record Mr. S. S. Brook, president of the Board of Trade, writes that the question of constructing a furniture factory and a stove foundry is being considered, while a company which proposes building an iron foundry and machine works, also a shoe-manufacturing company, have been communicating with the Board. The local business men are much interested in a cotton mill, and it is proposed to organize a company with a capital of at least \$100,000 for this purpose. A number of the principal business men are interested in the company, including R. R. Fairfax and Edward L. Stone. The fact that Roanoke river would afford about 1600 horse-power in the vicinity of the city is a special inducement to the location of manufacturing enterprises. A company has been organized to develop it, of which Edward L. Stone is president; T. W. Goodwin, vice-president, and Blair J. Fishburn, secretary. The best steam coal can be obtained and delivered in Roanoke at less than \$2.50 per ton.

Real estate in the city has considerably advanced within the last eighteen months, in some cases 25 per cent., while the population has increased also fully 25 per cent.

#### Literary Notes.

"Agricultural Education," by Dr. Chas. W. Dabney, president of the University of Tennessee, is the title of No. 12 of the "Monographs on Education in the United States," edited by Dr. Nicholas Murray Butler of Columbia University, New York, which are to be published in connection with the United States exhibit at the Paris Exposition, and which will be also issued in book form in this country. No better man than Dr. Dabney could have been selected for the task of presenting the subject of the development of agricultural education, his acquaintance with the subject, both from the practical and scientific standpoint, having given him a national reputation. In his mono-

graph, which ranges from agricultural fairs through the rise of agricultural schools, the beginnings of United States Agricultural Department and the first agricultural schools to the land-grant colleges, he has not confined himself solely to the title, but has presented in terse and practical style an exposition of the development of technical and scientific education in the United States since the establishment of the land-grant colleges. He carefully reviews the history of their foundation and development, calling attention to their strength and to their weaknesses, and summarizes their present condition. He gives special attention to the subject of extension work in agriculture through the farmers' institutes. If the collection of monographs is to be of the same character as that of Dr. Dabney's, it will be a valuable addition to the literature of education in this country.

The Cornice Work Manual. Compiled from the files of the American Artisan. By Sidney P. Johnston. Publisher, The Artisan Press, Chicago.

In response to many calls by practical sheet-metal workers for a book giving a systematic and progressive course of instruction in this subject, Mr. Johnston has produced this exposition of cornice work in all its branches. Modern architecture has been revolutionized by the general substitution of metal for wood in construction, and simultaneously the sheet-metal cornice trade has developed from insignificance into one of the most important branches of building. It offers exceptional chances to the clever mechanic and presents opportunities of wide development, inasmuch as a practical sheet-metal cornice worker can establish in many places a business of considerable dimensions with less capital and labor of introduction than is necessary in other lines. At the same time, to succeed he needs a thorough technical acquaintance with the various details of the trade, ability to draw various complicated patterns and familiarity with details upon which he may base his estimates of work. This volume, arranged with special reference to clearness of expression, and with many helpful illustrations, is designed to meet his needs.

Eight thousand manuscripts were received by The Ladies' Home Journal during the year just closed. Each was given a careful reading, but out of the entire number only eighty were found worthy of publication. The manuscript bureau of The Ladies' Home Journal is operated at a large expense, but the hope of discovering new writers or some aspirants with undeveloped talent warrants the outlay. It can be seen that the articles secured by such a careful winnowing process brings the cost of each up to and above the remuneration paid our best writers. These facts bring refutation to the oft-repeated but none the less erroneous assertion that only well-known writers of established literary reputation are able to find a place for their work in the magazines. Exactly the contrary is true. The Ladies' Home Journal, through the manuscripts considered, has discovered three or four new writers of excellent merit and great promise, and this "find" its editor regards as fully warranting the large outlay of maintaining an expensive bureau for reading all the manuscripts submitted.

A feature of the March Delineator is an article treating of the leaders in women's college work and in coeducation.

The taxes assessed on the railroads and telegraph lines in Florida aggregate \$327,052.64.

## FOREIGN TRADE.

This department is designed to set forth opportunities for the extension of the trade abroad of American manufacturers, and to record facts about the rapidly-developing commerce of the South.

#### DEMAND FOR COAL.

Exorbitant Prices Make Chances in Germany and France.

Side lights upon the activity in the coal trade are given in reports from France and Germany to the State Department. Under date of December 30 Mr. Simon W. Hanauer, vice consul-general at Frankfort, Germany, writes:

"Since my previous report on this subject appeared several inquiries have reached me from American coal-mining and exporting companies asking for addresses of German coal dealers and industrial works which are large consumers of this staple. I have had interviews with some of these, and learn as follows:

"There is a scarcity of and great demand for coal and coke, not only in Germany, but also in all other continental countries, including the manufacturing districts of Russia. This amounts almost to a crisis. Several industrial establishments in Cologne, owing to the want of coal, were lately obliged to stop work; one of these employed over 900 hands, who now are idle. The scarcity in coke is most severely felt, and the iron and steel establishments, which paid 16 marks (\$3.80) per metric ton (2204.6 pounds) this year on contract, must pay for additional requirements—to be satisfied in the open market—42 marks (\$9.99) per ton.

"Dealers and consumers would be glad to supply their wants from outside sources, but nearly all are bound by their contracts with the German coal syndicate of the Ruhr district not to use any foreign coal or coke. The penalties of the contract covering this stipulation are heavy; besides, if it were infringed the syndicate, which has watchers employed at the ports of arrival and railroad stations to report the receipt of coal, would decline to fill existing contracts for delivery to anyone who gets supplies from mining companies not members of the combination.

"There appears to be great indignation among consumers and dealers because of the arbitrary and exacting course of the German coal trust, and a strong desire to escape from the present situation. But exports of American coal to Europe can be effectually inaugurated and gain permanent footing only if organized on a large scale. Trade cannot be done by opening correspondence with dealers who are dependent on the coal trust. Even if the latter were to shut an eye to the purchase of a few thousand tons of coal, when it cannot fill the demand, it could stop the trade at any time.

"The Rhine Steamship Transportation Co. (William Egan & Co.), Rotterdam and Frankfort, which has eighteen steamers, is in favor of introducing American coal, and I advise parties in our country to place themselves in communication with this firm.

"Isolated attempts to inaugurate this trade would only delay expansion of our commerce in this important staple, with which we can supply continental Europe as well as we supply it with grain and meat."

Alluding to the loading of American coal at Newport News for the Marseilles market Mr. Robert P. Skinner, consul at Marseilles, France, writes under date of December 29:

"The report which reaches me to the effect that the Incn is loading with American coal at Newport News for the Mar-



seilles market indicates that the information which I forwarded to the department on December 28, 1898, may yet lead to happy results. When the question was raised last year of the possibility of introducing American coal into this market, the freight charges seemed to offer an almost insurmountable obstacle; but it appears improbable that this difficulty will continue if American miners determine to secure a share of the Mediterranean trade. The coal commonly sold here is poor in quality and high in price. This is always true, and especially so of free-burning soft coals and anthracite. Quality alone should give the American product considerable favor.

"The present observations are prompted by the abnormally high prices of coal in the French market and the hope that the facts may instruct the American trade. There is at this moment in France a coal famine, attributed to several causes, among which are the strikes inaugurated and threatened among the French miners, the withdrawal of British miners from the collieries to join the army, the demand in Great Britain for domestic coal for manufacturing and emergency purposes, and the great demand for coal in France to supply manufacturers who are rushed with hurry exposition orders. Thousands of French operatives are either out of work or working intermittently because of the coal scarcity, and the burden to business is such that there is talk of repealing the duty on coal until the stringency is relieved.

"A Marseilles broker of highest standing communicates to me the following information as to prices:

"The price of the best Cardiff coal delivered here in bunkers and in bond is fixed by the syndicate at 35s. (\$8.50) per ton. A very small quantity of coal (I understand about 500 tons) could be bought on the quay (duty paid) at 40 francs (\$7.72) per ton; but, apart from this, there does not seem to be any coal available for sale in the interior. I learn on good authority that the price of coal at Cardiff (best quality) has gone up to 30s. (\$7.30) per ton, and that there is a prospect of it touching 40s. (\$9.73). The reasons given for the extraordinary rise are various, one of them being the short time worked by the men owing to the high wages earned, the loss in output attributed to this cause being as much as 25 per cent."

"In an official communication the Paris, Lyons & Mediterranean Railway Co. says:

"In the present crisis which menaces the industries of Lyons because of the insufficiency of the stock of coal, and because of the impossibility of renewing the same in the Loire district, the government has called upon the Paris, Lyons & Mediterranean Company to relieve matters, which the company has arranged to do. It has authorized the mines in the Department of Gard with which it has contracts to deliver coal to the industrial establishments of Lyons, and has consented to a provisional reduction of from 4 to 5 francs (77 to 96 cents) per ton on freight rates, so that as soon as the offer is confirmed by the minister a uniform price of 8.50 francs (\$1.64) per ton will be applied to shipments of coal made from any station in Gard or Bouches du Rhone (Marseilles) to any of the stations in Lyons."

"Concerning the state of affairs in Great Britain, I translate the contents of a dispatch to a local trade paper:

"For some days the price of coal has been rising steadily in London. Ordinarily coal sells in the city for 25 francs (\$4.83). It is selling today (December 28) at 37.50 francs (\$7.24). Dealers have been good enough to advise the public

that next week the price will advance to 50 francs (\$9.65). The week following it will probably jump to 100 francs (\$19.30), or rather it will cost nothing, because there will be none to obtain. The coal dealers declare that they can do nothing, as the government has requisitioned all available rolling stock for two months to transport troops and war material. Moreover, every sack of coal that can be procured is being monopolized for the foundries at Birmingham, Aldershot and Woolwich, and for the depot at Southampton."

"The syndicate price for coal last year at Marseilles was \$5.71 free on board. The local port charges, custom-house dues and lighterage amount to eighty-six cents per ton when delivered to vessels in port. The syndicate price for inland trade is higher, as the various charges, including duty, amount to about \$1.08."

#### The New Orleans Contract.

In the last issue of the Manufacturers' Record reference was made to the contract for 150,000 tons of Alabama coal ordered by B. D. Wood & Sons of New Orleans, La. Commenting upon this the New York Commercial says: "It means that in a few years the Alabama operators will have taken from the Pennsylvania operators a territory which they had almost exclusively three or four years ago. The Southern Railway is making preparations to handle as much coal as possible from Alabama on its barge line, and the facilities for handling the product at Greenville will be so arranged that neither high nor low water will interrupt the traffic. Both high and cold water interferes with the shipment of coal from Pittsburg, which has given Alabama coal an opportunity of being introduced into the New Orleans and Louisiana markets."

#### Proposed Line to Mexico.

It is understood that owners of the Gulf & Ship Island Railroad Co. are considering the idea of operating a line of steamships between Mexican ports and Gulfport, which is the terminus of the Gulf & Ship Island road. It is claimed that by connection with the Illinois Central a new route would be formed which would be 100 miles shorter than by way of other Gulf cities. President J. T. Jones and Vice-President W. W. Bell of the Gulf & Ship Island Railroad Co. recently visited Gulfport, it is reported, with this idea in view.

#### For General Reciprocity.

Mr. Joseph H. Keyser, secretary and treasurer of the Keyser Manufacturing Co., manufacturer of the Odorless Refrigerator of Chattanooga, Tenn., in a letter to the Manufacturers' Record referring to the expressions of Senators Jones and McLaurin regarding the reciprocity treaty with France, writes: "We believe it would result in ultimate benefit to manufacturers throughout the United States, North, South, East and West, if general reciprocity was established with all nations throughout the civilized globe."

#### Cotton Waste Wanted.

Charles Earl Currie, Royal Danish consul at Louisville, Ky., writes to the Manufacturers' Record that he has an inquiry from Messrs. Dahl Bros. of Copenhagen, Denmark, for prices on cotton waste. They state that they order this in quantities of about three tons at a time, and would be glad to have quotations from leading American manufacturers.

#### Savannah to Havana.

A dispatch from Savannah, Ga., states that the Southern Navigation Co. has

completed all its arrangements to begin its service between Savannah and Havana. Mr. D. G. Purse of Savannah is the representative in this country. The vessels will utilize the terminals of the Ocean Steamship Co. at Savannah, and it is reported the company will have close relations with the Central of Georgia system.

#### Increased Live-Stock Exports.

Exports of live-stock from Baltimore are unusually heavy at present. On account of the demand for transports for South Africa, British shippers have arranged with the Hamburg-American Line to load cattle at Baltimore for British ports. During the week ending February 10 2350 cattle and about 4500 sheep were consigned to the ports of Liverpool, Glasgow and Deptford in Great Britain by these and British vessels.

#### Jottings at the Ports.

The James Clark Co. of Baltimore has added a machine shop, also a boiler shop, to its shipyard on the harbor. The improvements will considerably increase its facilities for new work and repairing.

During January the value of imports at Newport News, Va., was \$563,341. The value of exports from that port during the month was \$3,073,550, of which \$1,179,683 represented 299,464 barrels of flour.

Messrs. J. P. Andre Mottu of Norfolk is president; H. W. Anderson, vice-president, and J. A. Groner, secretary, of the Norfolk Shipbuilding & Dry-Dock Co., which has recently been formed in that city. The company proposes erecting a marine railway, and it is understood will engage in general shipbuilding and repairing.

#### Gold in the South.

The United States geological survey has issued a valuable report on the production of gold and silver in the United States in 1898, with a report by Mr. H. B. C. Nitze on the history of gold-mining and metallurgy in the Southern States. The production of gold showed an increase of 343,463 fine ounces over that of 1897. Two-thirds of this increase was in Colorado. The production in Southern States was 15,927 grains, an increase of 2064 grains. In his special report Mr. Nitze traces the history of gold and gold-mining in the South from the time of the early discoveries by the Spanish, and presents a number of interesting facts regarding the processes in the early part of this century and the changes which have recently taken place in mining operations. Mr. Nitze is the author also of a report on investigations of some of the mineral resources of Puerto Rico, in which he treats specially of mining laws, of gold, lead, copper, iron pyrites, iron, peat and lignite and phosphate of lime.

The new depot being constructed by the Choctaw, Oklahoma & Gulf Railroad at Little Rock, Ark., will cost nearly \$50,000 and be one of the finest in the South. It will be of brick and stone, with terracotta trimmings, and will be about 60x160 feet in dimensions and two stories high.

The senate of Mississippi has passed a concurrent resolution exempting all cotton and woolen factories hereafter established in Mississippi from taxation for a period of ten years.

It is said that the Southern Mill Co. will build a cotton factory in Carroll county, Virginia. W. R. Staples of Lynchburg, Va., is attorney for the company.

## RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

#### New Mileage in the South.

In its corrected summary of railroad construction during the past year in the United States the Railroad Gazette estimates that the total new mileage was 4569½, constructed by 284 companies. The construction in the Southern States was as follows:

Alabama, 160.48 miles; Arkansas, 281.7 miles; Florida, 138.7 miles; Georgia, 136.71 miles; Kentucky, 17 miles; Louisiana, 137.22 miles; Maryland, 41 miles; North Carolina, 103.4 miles; South Carolina, 123.72 miles; Tennessee, 54.46 miles; Texas, 91.59 miles; Virginia, 63.75 miles, and West Virginia, 44.1 miles.

The State of Arkansas, which led the South in the building of new lines, was excelled only by Iowa and Minnesota in the other parts of the country. Although railroad building was not as active in Texas as during the preceding year, the indications are that during 1900 it may take the lead of all of the States in the country, as over 500 miles of new lines and extensions are under way.

#### A Large Contract.

Relative to the extension of the St. Louis & San Francisco Railroad to Denison, Texas, referred to in the last issue of the Manufacturers' Record, Messrs. Johnston Bros. & Faught, who have secured the principal contract, write the Manufacturers' Record that they have sublet the tracklaying, also forty miles of the grading, to Messrs. McCabe & Steen. The rest of the grading contracts will be let within the next thirty days, or as soon as terminal surveys are completed. This extension will be about 200 miles long, and will be one of the most important pieces of railroad work which has yet been planned in the Southwest. It will extend from Sapulpa, the present terminus of the St. Louis & San Francisco, to Denison. Along the line will be sixteen steel bridges, including one across the Canadian river and another across the Red river, each of which will be 600 feet in length. The contractors have their headquarters at Sapulpa.

#### Little Rock to Hot Springs.

Work upon the Little Rock & Hot Springs Western Railroad has reached such a point that it is calculated to complete the tracklaying about March 1. This road, which has already been described in the Manufacturers' Record, forms a new line between Little Rock, Benton and Hot Springs. It is fifty-five miles in length, and is laid with 65-pound rails. S. W. Fordyce, who has been instrumental in carrying out the project, and who is president of the company, writes the Manufacturers' Record that it is to be opened for business about March 15. At Little Rock the new line will connect with the Choctaw, Oklahoma & Gulf, giving it connection with Memphis, Louisville, Cincinnati and other points.

#### Atlanta Street Railways.

The Atlanta Railway & Power Co. has made preparations to carry out its proposed improvements in Atlanta and suburbs immediately. They include about seventeen miles of extensions, for which the rails have already been secured; also a power-house which will represent 4000 horse-power, or enough to operate 100 street cars. The company has also decided to remodel a number of the cars which it now has, and last year ordered thirty new ones for service. With the

extensions to its line completed, about 125 miles of street railway will be in operation in Atlanta and suburbs.

#### On a Southern Foundation.

The Southern Railway Co., with its usual enterprise, has contributed the necessary framework for the proposed American palace of lumber, which is to be a feature of the Paris Exposition. Every State and Territory will be represented in the roofing, while the interior will contain specimens of wood from all portions of the country, in addition to photographs showing the size and quality of the products of the American forests. The South will be extensively advertised, from the fact that from it comes the timber which will support the structure.

#### Another Virginia Project.

The James River Railway Co. has recently been organized for the purpose of building the proposed railroad between Portsmouth and Smithfield, Va. Mr. John L. Watson of Portsmouth, one of the principal promoters of the enterprise, writes that surveys have been completed, and it is expected to build the line in the near future. While the present terminus is Smithfield, the company intends to build to Richmond if sufficient encouragement is received to warrant it.

#### New West Virginia Line.

Another railroad project to open up the coal deposits of West Virginia is a line proposed between Hardman's Station and Kingwood. Pennsylvania parties, including A. H. Whitsett of Whitsett, Pa., are promoting the enterprise. Mr. Whitsett writes the Manufacturers' Record that the road will be twenty-five miles long, and it is expected to build it in the near future. The company is now being organized.

#### May Use Electric Motors.

A dispatch from Cumberland, Md., is to the effect that the Baltimore & Ohio Railroad Co. is considering the use of electric motors on a section of the Cumberland division seventeen miles long. The motors are to be used as auxiliaries to the steam locomotives in pulling trains up the grades on this section. It is understood that a system similar to that of the Baltimore & Ohio Belt Line is in favor.

#### May Change the Name.

According to a dispatch from Louisville, Ky., the title of the Louisville & Nashville Railroad may be changed to the St. Louis, Nashville & New Orleans. It is said to be the decision of the board of directors. It is also stated that the company may remove its main offices to St. Louis.

#### Railroad Notes.

At the annual meeting of the Southwestern Railroad of Georgia Mr. B. A. Denmark of Savannah was re-elected president, and John M. Walker of Macon, Ga., secretary and treasurer.

The St. Louis, Iron Mountain & Southern Railway Co. has recently made a number of extensive improvements to its division between Little Rock, Ark., and Memphis, Tenn. It has raised the road-bed along several sections seven feet, and rebalanced considerable of the line.

The St. Louis & North Arkansas Railway Co., which has recently let contracts for the road connecting Eureka Springs and Harrison, has secured control of the Eureka Springs Railway, which is now in operation between Eureka and Seligman, a distance of nineteen miles. This road will be utilized as a portion of the line under construction.

## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

#### Mills in Mississippi.

Mr. H. V. Wall of H. V. Wall & Co., manufacturers' agents, of Meridian, Miss., in a letter to the Manufacturers' Record writes:

"Mississippi is waking up to the necessity of encouraging the investment of foreign capital within her borders. Her senate has just passed a resolution, by a vote of 28 to 6, to incorporate in the constitution a 10-year exemption from taxation on all cotton or woolen mills, and the house will follow suit.

"There is one cotton mill in this city, erected at a cost of \$100,000, entirely by home capital, which, after being in operation two years, doubled its capacity and last year earned 30 per cent. It has paid 8 per cent. dividends from the start.

"The writer has no doubt that \$50,000 could be raised here for another factory if some experienced man or concern would put in same amount and take management of mill. A free site could easily be obtained. This is a city of 16,000 or 18,000 population, with five railroads, healthy location, cheap fuel and other advantages.

"Negotiations are now under way looking to the establishment of a \$1,000,000 cotton mill here, all Eastern capital."

#### Another New Mill for Atlanta.

Another 10,000-spindle mill will be built at Atlanta, Ga. Application for charter for the company under the title of the Elizabeth Cotton Mills was made during the week. The incorporators are Messrs. W. C. Rawson, W. R. Hammond, Mary R. Ray, L. R. Parrott, F. I. Stone, W. K. Stone and F. W. Stone, and the capital is placed at \$100,000, with privilege of increasing to \$500,000. Site will be selected at once and contract let for the erection of a building to accommodate 10,000 spindles, of which but 5000 will be put in at the start. The product will be hosiery yarns, and from 200 to 300 operatives will be employed. Contracts for machinery have been awarded.

#### Demand for Round-Bale Presses.

The American Cotton Co. last month shipped abroad and to New England 28,605 round-lap bales. The February shipments are heavier, and will probably amount to 40,000 bales. Although the company has not yet begun making contracts for next season, applications already received insure that the number of presses it will be able to install in selected locations in the cotton States will be limited only by the ability of its works running day and night to turn out presses.

#### The Cotton Movement.

In his report for February 9 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 162 days of the season was 7,148,616 bales, a decrease under the same period last year of 1,946,675 bales. The exports were 3,533,534 bales, a decrease of 1,941,743; takings by Northern spinners were 1,792,767 bales, an increase of 129,290 bales; by Southern spinners 785,405 bales, an increase of 73,438 bales.

#### A \$30,000 Knitting Mill.

Messrs. Almand & Dyson (R. A. Almand and J. R. Dyson) have completed arrangements for the establishment of the knitting mill recently noted as projected at Washington, Ga. The firm will invest

about \$25,000 to \$30,000 in a plant to produce men's and ladies' underwear; capacity 100 dozen garments per day of ten hours. The mill building will be a 50x150-foot structure. The machinery has not been purchased yet, and the company is in the market for it.

#### A Cotton-Thread Mill.

A cotton-thread mill is to be located at Ringgold, Ga., a village fifteen miles from Chattanooga, Tenn. Rev. John T. Richardson of Dalton, Ga., is the prime mover in this enterprise, and has stated that water-power will be utilized for its operation, its equipment to be probably 4500 spindles and complement. The plant will cost about \$60,000 and employ about 100 operatives. Stockholders in the company expect to meet soon and organize by election of officers, etc.

#### Textile Notes.

The Memphis (Tenn.) Cotton Mill Co. has increased its capital stock from \$120,000 to \$150,000.

Dr. Theodore Westmoreland and others of Athens, Ala., propose the formation of a cotton-factory company.

L. H. Kaplan and others of Anniston, Ala., propose the organization of a \$100,000 cotton-factory company.

Prof. Norman C. Miller of Americus, Ga., is forming a company to build cotton factory at West Point, Ga. Over \$25,000 has been subscribed.

The Virginia Cotton Mills of Swepsonville, N. C., has ordered 100 additional looms, which will give it a total of 300; its spindles number 4160.

The movement for a cotton factory at Liberty, S. C., proposes the formation of a \$150,000 stock company, in which T. N. Hunter is taking an active interest.

Messrs. C. M. McGhee, Col. L. D. Tyson and R. P. Gettys of Knoxville, Tenn., have in view the organization of a company to build a \$300,000 cotton mill.

Theodore T. Bedford of Pottsville, Pa., will establish a knitting mill at Greenville, S. C. The plant will have thirty machines for the production of stockings.

The Riverside Manufacturing Co. of Anderson, S. C., has commenced the erection of its knitting mill, and will soon have the equipment of machinery in place.

The Moultrie (Ga.) Cotton Factory will be organized to build a mill, W. C. Vereen being the promoter of it. Stockholders will hold a meeting February 21 to perfect plans.

Dr. S. T. Nicholson and William Bargaw of Washington, N. C., will form a company to build a \$50,000 cotton factory. The necessary capital has been subscribed.

Messrs. Baynard Willingham of 36 Inman Building, O. D. Woestman and others have incorporated the Piedmont Cotton Mills of Atlanta, Ga., for the purpose of erecting a cotton factory.

The Wilmington (N. C.) Cotton Mills' stockholders have ordered their president, Hugh McRae, to order additional looms. The dividend rate on the common stock has been increased from 1 to 1½ per cent. quarterly.

It is proposed to form the Nansemond Silk Co. of Suffolk, Va., for the erection of a silk mill to be capitalized at \$400,000. Mayor R. L. Brewer, James L. McLe-more, George L. Barton, E. L. Folk and others are interested.

The La Grange (Ga.) Cotton Mill Co. has been organized to build the 10,000-spindle mill lately mentioned. The capital stock will be \$200,000. John S. Spreckle is president; Frank Whitlaw,

vice-president, and John Ehlinger, secretary.

Rev. John T. Richardson of Dalton, Ga., is arranging to build a \$60,000 cotton-thread mill at Ringgold, Ga., where Mr. Richardson owns a water-power, which will be utilized for the new industry. A stock company will be formed.

The W. A. Handley Manufacturing Co. of Roanoke, Ala., will be organized, with capital stock of \$100,000, for the purpose of building a cotton mill. The promoters are Messrs. Captain Handley, R. L. Schuessler, Z. J. Wright and Hill Jones.

The Ellawhite Cotton Mills of Uniontown, Ala., previously noted as incorporated, will make arrangements to build this year. The company's secretary-treasurer is Val Taylor, and is prepared to receive estimates and information on cotton factories. The capital stock is \$100,000.

The Harriet Cotton Mills of Henderson, N. C., has been organized, with capital stock of \$150,000, for the erection of a factory. An equipment of 7500 spindles is proposed. The reorganizers are Messrs. D. Y. Cooper, J. B. Owen, G. B. Harris, J. D. Cooper, A. C. Zollicoffer, C. J. Burton, J. P. Taylor and others.

The Georgia-Carolina Manufacturing Co. has applied for charter of incorporation, its capital stock to be \$100,000. The incorporators are Messrs. J. J. Fretwell of Anderson, S. C.; Walton Hall and Arthur Little of Massachusetts. It is said the company intends to build a cotton mill to be operated by water-power.

The Bristol (Tenn.) Knitting Mills, reported last week as organized, will have a main building 50x150 feet, three stories high, with an addition one story high of same dimensions for power plant. When completed the mill will employ 200 to 300 operatives, manufacturing hosiery. W. B. Davis of Lenoir City, Tenn., is manager.

Samuel A. Carter of Atlanta, Ga., will invest \$100,000 in a cotton manufactory. Mr. Carter has stated that he intends building a 10,000-spindle plant, the proposition having been under consideration for some time, and that while no details have been settled, it can be positively said the mill will be built. The details will be announced within a week or two.

The Williamston Mills of Williamston, S. C., reported last week as incorporated, is now soliciting subscriptions to its capital stock. It is proposed to build a 5000-spindle and possibly a 10,000-spindle plant, with complement of looms. Class of goods to be made will not be determined for some time. George W. Sullivan will be president and treasurer when the company formally organizes.

The Pratt & Yates Bag Co. of Anniston, Ala., finds the demand for its product so urgent that the factory's capacity will be increased. This will be secured by a doubling of the present working force of fifty operatives. Two orders received by the company last week call for 200,000 and 100,000 bags, respectively. The need of a bleachery is felt by the Pratt & Yates Bag Co., and such an addition may be made to the plant.

The stockholders of the Nokomis Cotton Mill held a meeting at Lexington, N. C., last week to organize. The company's charter had been granted recently, as noted in these columns. Directors were elected as follows: Messrs. W. E. Holt, C. A. Hunt, J. D. Grimes, C. M. Thompson, J. F. Ward, George W. Montcastle and W. G. Penry. The president is Mr. Hunt, and the secretary-treasurer, D. H. Hinkle. A site will be chosen and arrangements for erecting factory be completed shortly.



## MECHANICAL.

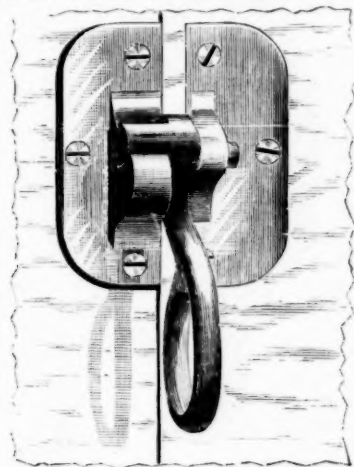
## Refrigerator Door Fasteners.

There is much demand for a refrigerator door fastener, and many who desire such a fastener are probably not aware of the fact that such efficient devices as we illustrate today are on the market.

The "Conroy" refrigerator door fastener is made in either right or left hand, for flush or offset doors.

It will force the most tightly-fitting door shut with ease, making a perfectly airtight chamber, which is a great saving of ice.

It will force the door open as well as shut. When it is remembered how sub-



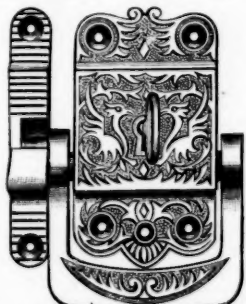
REFRIGERATOR DOOR FASTENER.

ject refrigerator doors are to dampness, and consequently liable to swell, this feature will be fully appreciated.

In closing or opening the door all the pressure is inward or outward, and not downward, as is the case with other fasteners, which puts a great strain upon the hinges and soon causes the door to sag.

This fastener is easily and rapidly operated, for the reason that in shutting the door it works automatically, and in opening, unfastening and pulling the door open is all done with one motion.

These fasteners do not need a long



ORNAMENTAL DOOR FASTENER.

lever, as you have a powerful pressure with a short handle.

This fastener will close the door easily, and it will tighten the door as the door closes. It is very durable, there being nothing about it to get out of order.

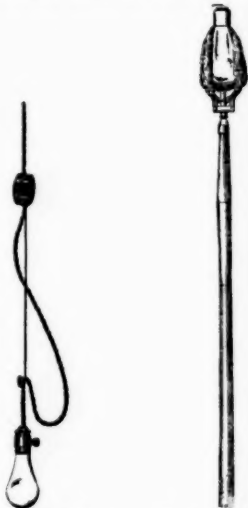
By lifting the handle a quarter circle the door will open, and if it sticks it will release it. It has a new and improved lock, absolutely secure, and is made for flush or raised doors, composed of brass or bronze metal in any finish desired, plain or ornamental.

The manufacturer is Mr. P. J. Conroy of Station U, Philadelphia, Pa.

## Lamp Adjuster and Bulb Cleaner.

The general use of electricity for lighting purposes has caused a demand for a number of specialties. Among these specialties is the lamp bulb cleaner and the cord lamp adjuster. Many devices in this line are in the market, but two that

have been introduced recently appeal very strongly to those having use for such an article. The White adjuster, of which we present an illustration, is the invention of Mr. Frederick White of Boston. It is simple, neat, small, low in price and most efficient for the purpose for which it is intended. It can be easily attached to any cord lamp now in use. Made in size about two inches in diam-



THE "WHITE" ADJUSTER.

THE "HANDY" CLEANER.

eter, with an imitation hard rubber case, it is very attractive in appearance.

The "Handy" cleaner, also illustrated, is another specialty of much convenience. It will clean the whole outside of any candle-power lamp in much less time than would be taken by hand action, and its action is automatic. The price is low. These two devices are offered by the manufacturer, the Incandescent Electric Light Manipulator Co. of 116 Bedford street, Boston, Mass.

## A Handsome Structure.

Recent years have seen the erection of many large and modern buildings

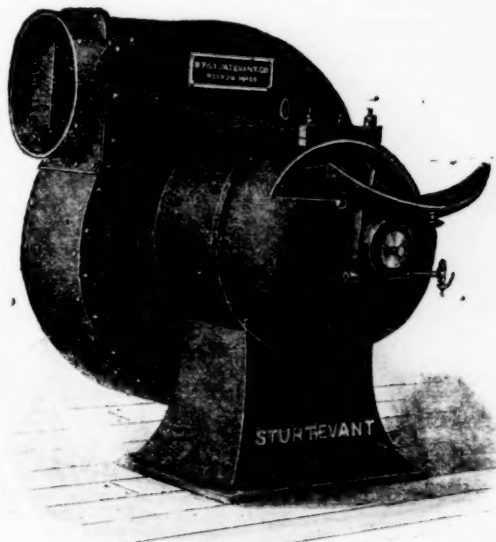
for a number of these modern buildings. The most recent plans that he has completed call for the \$35,000 school building illustrated on this page.

## Adjustable Electric Steel-Plate Exhauster.

In the adjustable type of fan shown herewith the fan is supported upon the end of the cast-iron motor case, and is so arranged for adjustment that it may be swung round this case as a center, and

fiber graphite, and the holders of the reaction type. Ring oiler-boxes in the centers of the cylindrical ends serve to support the armature shaft, upon the inner end of which the fan is also mounted.

The fan is here represented as of the steel-plate type, and is open upon one side only, namely, that farthest from the motor. It thus acts as an exhauster, and connection may be made from the inlet to any desirable source. The fan is designed for either ventilating purposes or



ADJUSTABLE ELECTRIC STEEL-PLATE EXHAUSTER.

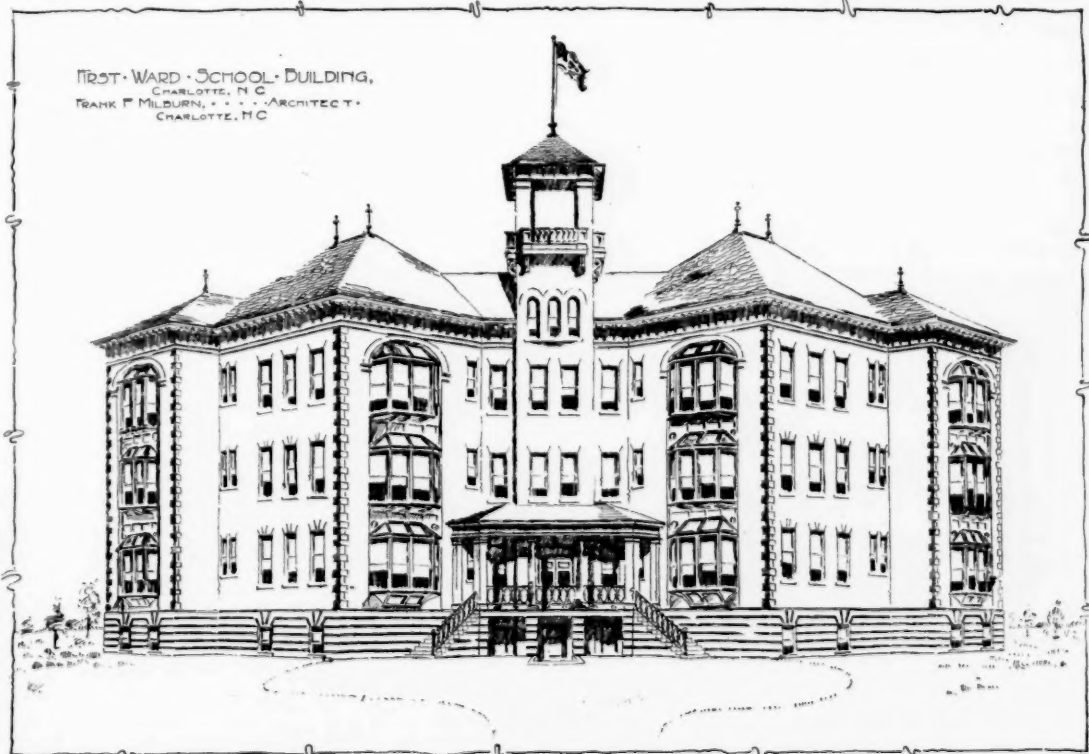
thus arranged to discharge in different directions.

The enclosed type of motor is exactly similar to the general open types built by the B. F. Sturtevant Co. of Boston, Mass., through whose courtesy we present this illustration.

The field ring is of wrought iron in the smaller sizes, and of cast steel in the larger sizes. To its sides are bolted the hemispherical ends as shown. These ends serve to enclose the motor, while the

for the handling of refuse material of various kinds.

H. J. Whigham, the correspondent of Scribner's Magazine, who is now with Methuen's division at the Modder river, has had very good fortune in getting his articles and photographs to this country promptly. Scribner's has been the first of the magazines to publish articles written on the field of battle. Mr. Whigham's article in the March number will describe



CHARLOTTE (N. C.) SCHOOL—PLANS BY FRANK P. MILBURN.

throughout the Southern States. This movement has continually spread, and many handsome structures, both public and private, have been completed in the South. One of the most prominent architects of the South, Mr. Frank P. Milburn of Charlotte, N. C., has prepared plans

door on the outer side renders the interior readily accessible.

The motor is of the multipolar type, the field pieces being of wrought iron, the armature of the barrel-wound type, and the commutator of large size, with ample radiating surface. The brushes are of

three fights. All the illustrations are from his own films, which were developed after they reached this country.

But two of the thirty-five or forty new stores built in Charlotte, N. C., last year remain unrented.

## PHOSPHATES.

### TO RESUME MINING.

#### Improvements Made by a Florida Phosphate Company.

In a letter to the Manufacturers' Record Mr. Woodson R. Oglesby, secretary and treasurer of the Standard Phosphate & Fertilizer Co. of Acme, Fla., writes: "We are pleased to be able to advise you that we have about completed the extensive alterations and additions, which have been for some time under way, to the plant of the old United States Phosphate Co. at Acme, Fla., recently acquired by us. The plant has been put in thorough repair, and we have added a modern steam shovel and a standard-gauge locomotive, which, with other improvements, gives us a modern, up-to-date plant, first-class in every particular, with a minimum capacity of 100 tons per day. We are also adding to the washer equipment at the dryer two 12-foot steel log-washers, in order to more fully clean the phosphate and thus raise the grade and reduce the percentage of iron and aluminum. We are also raising the dryer some six feet in order to get a better draft and insure reducing the moisture to the minimum. We expect to resume mining before the end of the present month.

"Our property consists of about 611 acres of land, the greater portion of which is underlaid with a rich deposit of high-grade pebble phosphate. We also own about one and one-half miles of the Peace river, the bed of which contains many rich pockets of pebble. The plant itself is most conveniently located on the banks of the river and close to the main line of the railroad, with which we are connected by our own track. We believe that we are rich enough to own one of the richest and most extensive deposits of phosphate in the Peace-river district, our holdings comprising both land pebble and river rock.

"The organization of our company has been completed by the election of the following officers: President, E. B. Beecher (Diamond Match Co.), New Haven, Conn.; vice-president and general manager, J. N. Darrah, New York; secretary and treasurer, Woodson R. Oglesby, New York; superintendent, T. W. Oglesby, Acme, Fla.

"We own our property free and clear; own our machinery and plant (which cost in cash something over \$100,000) free of indebtedness whatsoever; have all the money we need for working capital; half our stock still in the treasury, and we believe that our supply of phosphate is sufficient to keep the plant running at its fullest capacity for fifty years."

#### Florida Phosphate Fields.

[Special Cor. Manufacturers' Record.]  
Ocala, Fla., February 12.

Chauncey S. Wilson, who has been engaged for some time in prospecting the lands of Dr. Hartshorn, near Fitzgerald, has discovered some valuable deposits of phosphate, one of which, it is said, contains at least 5500 square yards of rock, under very little overburden, and several other deposits equally as encouraging. Mr. Wilson is both a phosphate expert and civil engineer, and his report is looked upon as authentic. It is very probable that Dr. Hartshorn will soon erect a plant on the deposits.

Messrs. C. C. Todd and R. S. Clark, both well-known phosphate men, are preparing to begin mining in Citrus county on lands owned by Mr. Todd.

The Dunnellon Company is operating its railroad from its mines at Dunnellon to Port Inglis City, on the Withlacoochee river, eighteen miles distant. Immense

dredges are cutting out the channel to the mouth of the river. A steel tug has been constructed to tow with, and stores, hotels and residences are being built, both at Port Inglis and Port Inglis City. In a short time the company will be loading its phosphate on ships off the mouth of the river instead of shipping it by way of Fernandina, on the other side of the peninsula.

The Union phosphate plant at Pattensburg, in Leroy county, is now running full blast and mining fifty to seventy-five tons of rock per day.

H. L. Brooks has an option on the Coulson tract of land near Inverness, and is having the same prospected. Some phosphate has been discovered, but whether in paying quantities or not is not yet known.

The following phosphate dealers, with offices in Ocala, have shipped this month or are preparing to ship rock as follows: C. A. Absom, agent, rock from Edward Holden's mines at Elliston and Juliette; The steamship Kaaven with 2500 tons, Fernandina to Hamburg, just cleared; the steamer Hatanu, 3250 tons, Fernandina to Hamburg, now loading; the steamer Aencia, 3500 tons, Fernandina to Hamburg, now loading. J. Carstens, Fernandina to Hamburg; The steamer Jensenmoor cleared last week with 2500 tons, and the Dora, now taking in about 3000 tons. Ford & Hiller have the steamships Skyross and Newhead and another, name unknown, chartered for this month from Savannah to Hamburg with from 2500 to 3500 tons each.

#### Phosphate Markets.

Office Manufacturers' Record,  
Baltimore, Md., February 15.

The local market for phosphate rock continues to rule steady, and, like other fertilizer ingredients, the general indications are for slightly higher prices in the near future. The movement during the week has been fairly active, sales of Tennessee, South Carolina and Florida rock having been reported. The charters reported during the past week show that the movement of rock from the various Florida and South Carolina ports during the next thirty days will be of considerable volume. Among the charters last week were the steamer Tergesto, 1641 tons, from Savannah to Trieste with part cargo of phosphate, and schooner C. S. Glidden, 1098 tons, from Tampa to Baltimore with phosphate, both on private terms. The market for phosphate rock at all mining sections is very steady, and in South Carolina the output is showing up in much better form, while there is a good foreign and domestic demand. The Florida business is in a very satisfactory shape, and the market firm for land rock and pebble. There is considerable activity at points of shipment, and the foreign demand for rock is much greater than the supply. In Tennessee at all mining points the work of development is going forward as usual, and the output is accumulating for want of cars. Prices are steady and unchanged.

#### Fertilizer Ingredients.

The general market for ammoniates has ruled very steady during the past week, and there is a good demand from Eastern buyers. Southern buyers have been in the market during the week, and the demand from that source is of a much better character. Stocks in the West are reported light, and holders are firm in their views and ask outside figures.

The following table represents the prices current at this date:

Sulphate of ammonia (gas).....	\$3.00 @ 3.05
Nitrate of soda.....	2.05 @ 2.10
Blood.....	2.25 @ 2.40
Hoof Meal.....	2.05 @ 2.10
Asotline (beef).....	2.30 @ 2.35
Asotline (pork).....	2.30 @ 2.35

Tankage (concentrated).....	2.15 @ 2.20
Tankage (9 and 20).....	2.25 @ 2.30 & 10
Tankage (7 and 30).....	19.00 @ 19.50
Fish (dry).....	20.00 @
Fish (acid).....	12.00 @

#### Fertilizer for Cotton.

Dr. Charles W. Dabney, president of the University of Tennessee, writes that a sentence in his article on "The Future of Cotton Production," published in the Baltimore-Southern Supplement of the Manufacturers' Record, should read: "Co-operative experiments conducted by the experiment stations on hundreds of farms in the South have shown us that the application of about sixteen pounds of nitrogen, twenty pounds of potash and twenty pounds of phosphoric acid in a suitable form made on fair average lands containing a reasonable amount of humus, such, for example, as would without this produce 250 pounds of lint per acre, will usually double this crop." He adds: "Such a fertilizer as the one given might be made up of 550 pounds of superphosphate, 250 pounds cottonseed meal and 50 pounds muriate of potash, making a total of \$50 pounds mixed from these ingredients. At the rate they run in the fertilizer market when the article was written, November, these ingredients could be laid down upon the farm in large quantities at a cost which would make it a little less than \$5 per acre.

"All of these ingredients have advanced somewhat since this article was written, but I think that this amount of fertilizer per acre can still be gotten anywhere in the cotton country for \$5 to \$5.50.

"It is a pity, of course, to use cottonseed meal in this way; it should first be fed to cows or stock of some kind, and then the manure used as fertilizer, but so long as we have not the stock to eat it we will continue to use a great deal of it as a fertilizer. Good ammoniates will supply its place in the mixture described."

#### Phosphate and Fertilizer Notes.

The charter of the Export Phosphate Co. was filed on the 7th inst. at Columbia, Tenn. The incorporators are John S. Rainey, C. M. Soria, A. Baldwin, J. T. Hayden, H. N. Soria and T. J. Steward, all of New Orleans. The capital stock of the company is \$200,000. The company's mines are located on the recently-purchased Orr place at Mt. Pleasant.

The Norwegian steamship Tiger sailed from Tampa, Fla., on the 4th inst. for Kobe, Japan, with 1796 tons of phosphate rock from the Green Head Phosphate Co. The British bark Nith finished loading on the 8th with a cargo of 1431 tons of pebble phosphate from the Land Pebble Phosphate Co. for Sydney, N. S. W. The Norwegian bark Lady Palmerston arrived on the 7th inst. from Brake, Germany, to load with a phosphate cargo for Melbourne, Australia.

A Belgian corporation, which has its office in Brussels, Belgium, known as La Societe Nouvelle des Phosphate de la Florida, has purchased from the Compagnie Generale de Phosphate de la Florida 23,000 acres of phosphate property in Alachua and Levy counties, Florida. The consideration for this large property is said to have been \$400,000 in cash. The headquarters of the Belgium company will be at Ocala. Mr. William E. Sinclair, an expert on phosphate properties, has been installed as local resident manager by La Societe Nouvelle.

The annual meeting of the Peace River Phosphate Mining Co. was held last week at Savannah. The following board of directors was chosen by the stockholders: Peter B. Bradley, Boston; Hugh D. Auchincloss, New York; S. T. Morgan, Richmond; Ralph Barker, New York, and W. B. Chisholm, Charleston. The fol-

low officers were elected by the directors: Peter B. Bradley, president; Hugh D. Auchincloss, vice-president and treasurer, and R. S. Cope, secretary and assistant secretary. The meeting was very satisfactory, the reports of the officers showing an excellent record for the year. The principal office of the company is now in New York.

#### Cottonseed-Oil Notes.

The Lowndesville Cotton Oil Co. of Lowndesville, S. C., has increased its capital stock from \$12,000 to \$16,500.

The Atlantic Cotton Oil Co. of Sumter, S. C., will erect a cottonseed-oil mill at Camden with a capacity of sixty or eighty tons.

The company recently reported for the erection of a cottonseed-oil mill at Shelby, N. C., is known as the Piedmont Oil Co., with a capital stock of \$25,000, with privilege of increasing it to \$50,000. I. D. Lineberger is president of the company, and J. I. Medlar, secretary.

A company is being organized for the erection of a cottonseed-oil mill at Breau Bridge, La. The proposed site for the mill is centrally traversed by tracks of the Southern Pacific Railway and a portion situated on Bayou Teche, giving excellent shipping facilities by rail and water.

The Austrian steamer Sofia Brailli cleared from Galveston, Texas, last week with the largest cargo of cottonseed oil ever shipped from that port. The shipment consisted of 11,225 barrels of oil, containing 572,475 gallons, valued at \$200,366. The steamer was consigned to James Sawers & Sons.

It is stated that cottonseed at Memphis, Tenn., during the season has steadily advanced, and now the open market quotations on both river and rail seed are three times greater than they were at the beginning of the cotton season of 1898-99. River seed is now quoted at \$19.50 per ton, and rail seed at \$20 per ton.

At Texas points the market for cottonseed oil is firm, with a fair inquiry, and holders asking outside figures. Prime crude oil loose is quoted 30 to 30½ cents a gallon, and prime summer yellow oil 33 to 33½ cents f. o. b. mill at interior points; cake and meal delivered at Galveston, \$21.50 to \$21.75; linters, 2½ cents per pound.

Cottonseed products at New Orleans have ruled firm, with values not quotably higher. Receipts of oil have been light. The scarcity of seed in the valley and at other points will likely cause a number of mills to close earlier than usual. Shipments foreign for the week amounted to 228,500 gallons, and for the season 4,312,950 gallons, against 7,595,250 gallons last season. Cottonseed meal and cake are in demand for export. The following are receivers' prices: Cottonseed, nominal per ton of 2000 pounds delivered here for good, sound seed, including sacks; cottonseed meal jobbing per carload at depot, \$21.50 per short ton of 2000 pounds for export; per long ton of 2240 pounds f. o. b., \$23.75; oilcake for export, \$23.75 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, 30 cents per gallon loose f. o. b. tanks here; in barrels, 32½ cents; cottonseed hulls delivered per 100 pounds, according to location of mill, 20 cents; linters, according to style and staple—A, 3½ to 4½ cents; B, 2½ to 3 cents; C, 2 to 2½ cents.

During 1899 the coal output of Tennessee, according to the estimate of R. H. Shiftett, commissioner of labor and inspector of mines, was 3,700,000 tons, an increase of 615,252 tons over 1898.



## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

### LUMBER MARKET REVIEWS.

#### Baltimore.

Office Manufacturers' Record,  
Baltimore, Md., February 15.

A fairly active demand has characterized the local lumber market during the past week, and as the season progresses there are indications of a better business in all lines of the lumber industry of this port. The demand for hardwoods has been good, and as stocks of dry stuff are very light at all milling sections, it is difficult in some cases to execute orders promptly. Oak, ash, poplar and other commercial woods are moving freely, and a number of out-of-town buyers have been in the market during the week. Foreign exporters are having some business, but trade is quiet. Reports from the United Kingdom give rather sluggish markets at several ports, notably Glasgow, where prices were easier, with an easing of values in last sales in London. Local shippers here anticipate a better business later on. In the North Carolina pine business the demand continues steady, with values for kiln-dried lumber firm, while air-dried lumber is in demand from local builders and others to a limited extent. The trade in white pine is moderately active, with values steady and the demand fair.

#### Norfolk.

[From our own Correspondent.]  
Norfolk, Va., February 12.

In the various departments of the lumber trade of this port everything shows a remarkable expansion in the volume of business as compared with the same period last year. North Carolina pine men in all sections of Virginia and Eastern Carolina have all and more than they can do to fill orders coming to hand. There is really no accumulation of stock to speak of at any point, and prices are decidedly firm and hardening. On several grades and dimensions values show from 50 to 75 cents per thousand above list figures. The inquiry from Northern and Western points continues to pour in, and manufacturers find it difficult to fill many orders coming to hand. The market for dressed lumber is a shade higher, and planing mills are all running overtime in order to satisfy buyers' wants. The foreign demand for North Carolina pine is growing steadily, and dealers look for quite an extensive business during the year with ports in the United Kingdom and Continent. There is a moderate offering of tonnage, and rates continue steady at \$3.25 to \$3.50 to New York and Sound ports, and \$4 to Boston and eastward.

#### Savannah.

[From our own Correspondent.]  
Savannah, Ga., February 12.

The lumber trade in Southern Georgia is now showing a remarkable degree of activity, and the movement at this port from week to week is very satisfactory. There is an urgent demand from Northern ports, and as the offering of vessels is better, a number are now loading or awaiting cargoes for coastwise ports. At interior towns the trade in all wood products is better now than it was a year ago. The building demand everywhere is absorbing large quantities of lumber and other material, while prices continue firm. At nearby ports shipments continue to increase, and from Darien, Ga., last week 2,349,112 feet of timber and lumber was shipped to coastwise and foreign ports, valued at \$28,974. The market at Darien is quite active, there being a good demand

from both foreign and coastwise ports. On the 9th inst. twelve vessels were loading or awaiting cargoes, and the yearly shipments of Darien for 1900 bid fair to show a large increase over 1899. The port of Brunswick continues to attract attention, and its lumber shipments so far this year indicate a very large volume of trade for the present year. The shipments of lumber from Savannah last week aggregated 2,600,000 feet, all to Northern ports. There is a better offering of tonnage, and a number of vessels are due this month to load lumber. Freights continue steady, with rates as follows: Savannah or Brunswick to Baltimore with lumber at \$6.50; Brunswick to New York or Philadelphia with crossties at 23 cents, and Charleston to New York with crossties at 22½ cents.

#### Mobile.

[From our own Correspondent.]  
Mobile, Ala., February 12.

The movement at this port in all wood products continues to show remarkable expansion in volume, the transactions of the week indicating a good demand from the usual sources. The Cuban lumber trade, which about a decade ago was of such remarkable proportions, is again becoming a most lucrative one, and the demand from that island so far this year has been quite pronounced. Of the shipments of lumber last week, which amounted to 3,940,980 feet, 2,680,960 feet went to Cuban ports. There is also a good lumber trade with Central and South America, and orders are coming in from those sections very freely. Northern buyers are also in the market, and several shipments have been made during the past ten days to New York and Sound ports. From Great Britain and the Continent inquiries are good, and vessels carrying out hewn and sawn timber generally make up their cargoes with lumber. The following shipments for Europe were reported last week: Bark Olga for Harlingen, Holland, with 34,876 cubic feet of sawn timber and 16,841 feet of lumber, and steamer King David for Cardiff, Wales, with 120,435 cubic feet of sawn timber and 10,558 feet of lumber. The tendency of prices for both lumber and timber is upward, and during the past week timber has ruled a shade higher. Sawn timber is firm at 15 cents per cubic foot. Logs are in fair demand, cypress being quoted at 10 to 12 cents per cubic foot; cane ash, 16-inch and up, \$8 per 1000 superficial feet; oak, \$8 to \$12 per 1000 superficial feet. Pine saw logs are in good demand at \$7 to \$9 per 1000 feet. Hewn timber is quoted 14 to 15½ cents per cubic foot, and hewn oak at 15 to 18 cents per cubic foot. There is a good demand for hewn poplar at 12 cents per cubic foot. Timber freights are steady, and the offering of desirable tonnage is light. Among the charters reported last week are the following: Swedish bark Diaz, 615 tons, from Mobile to the Baltic with timber at 115/; Swedish bark Ada, 901 tons, from Pensacola to picked ports United Kingdom with timber at 110/; bark Stella B., 861 tons, from Pensacola to Genoa with timber at 100/; Italian bark Bice, 878 tons, from Mobile to Buenos Ayres with lumber on private terms; bark Tasmania, 602 tons, from Apalachicola to Buenos Ayres with lumber at \$13.50, La Plata \$13.50 or Rosario at \$14.50, and barge Trojan, 954 tons, from Mobile to Havana with lumber at \$6.75.

#### New Orleans.

[From our own Correspondent.]  
New Orleans, La., February 12.

The movement throughout the local lumber market is showing a volume of business far in excess of the same period

last year. Lumbermen everywhere in this section look for a very prosperous year in all wood products, and at the moment the demand for lumber is more pronounced than in 1899. Cypress, which at the opening of the new year is generally quiet, shows remarkable activity, and the demand is so urgent that mills are running night and day in order to fill contracts, while they are still thirty to sixty days behind in their work. All grades of cypress are called for, and prices continue to rule firm, with an advancing tendency. Throughout the cypress section the mills have been constantly employed during the past year, and yet the stocks are light everywhere. The situation in yellow pine is very encouraging, and the spring trade has fairly commenced, while local yards are generally well supplied with orders. There is a good foreign demand, and prices continue to rule firm for desirable material. Reports from milling sections along the lines of railroad terminating here are full of encouragement, and shipments from all points in Louisiana, Mississippi and Alabama are particularly heavy at this time. The demand for timber lands is very strong, and investors from Wisconsin, Michigan and other States are making some heavy purchases. It is stated that there are at the present time no less than twenty-five large saw-mill plants under construction in Louisiana, Mississippi, Arkansas and Alabama, which are being erected by Michigan and Wisconsin capital. In hardwoods the market here shows considerable activity, and there is a good local as well as foreign trade. Hardwood exporters look for a very brisk season, as stocks at all the mills are light, and the demand for oak, ash and other commercial woods continues to increase as the season progresses. Furniture factories, car builders, handle factories and other woodworking concerns are all good buyers, and readily pay present prices. The local building demand for lumber is better, real estate is improving and a large number of buildings of various kinds are now under construction, so that immense quantities of material are being consumed in this line. During the past week receipts of lumber at this port amounted to 2,069,000 feet, and for the season 51,661,037 feet, against 45,681,700 feet last year.

#### Lumber Notes.

A rise of eight feet in the Pascagoula river at Plum Bluff, Miss., has released 200,000 saw logs that are now coming down to the mills at Moss Point that need them.

The Merrill Lumber Co. of Dallas, Texas, has been chartered, with a capital stock of \$10,000. The incorporators are J. W. Merrill, H. L. S. Kniffin and E. W. Bytte.

Receipts of lumber at the port of New Orleans for the week ending the 9th inst. amounted to 2,069,000 feet, and for the season 51,661,037 feet, against 45,681,700 feet last year.

It is stated that the Chilhowie Lumber Co. of Chilhowie, Va., will soon begin the construction of a tramroad from Saltville to a body of timber in Poor valley which the company has recently purchased.

It is stated that several Cincinnati (Ohio) capitalists are about to establish at Ellisville, Miss., a new and up-to-date saw and planing mill, and will place capital in the enterprise to the amount of \$250,000.

During the past week there was shipped from the port of Darien, Ga., coastwise and foreign, 2,249,142 feet of timber and lumber, valued at \$28,974. Twelve vessels were in port on the 9th inst. loading

with lumber and timber for coastwise and foreign ports.

Mr. W. L. Moore, a prominent manufacturer of Berkley, Va., opposite Norfolk, is erecting a planing mill on the Belt Line Railroad near the junction of Hodges road. He will manufacture building material.

The Cub Creek Lumber Co. of Welch, W. Va., has been chartered, with an authorized capital of \$100,000. The incorporators are R. C. Wood, G. L. Wood, J. C. Walker, George F. Strother and Jas. A. Strother, all of Welch.

Miss Cora Riggelman of what is known as High Knobb, in Hardy county, West Virginia, has, with her own hands, gotten out 3000 crossties, hewed them and slid them down the mountain to the bank of the South Branch river, where they will be rafted.

Mr. C. S. Searing, land agent of the Kansas City, Pittsburg & Gulf Railway Co., closed a deal at Shreveport, La., on the 3d inst. for 27,000 acres of pine lands near De Ridders Station with the Long-Bell Lumber Co. The consideration is said to be \$250,000.

J. B. Blades & Bros., who own and operate nine saw-mills in Eastern North Carolina, have secured an option on 90,000 acres of swamp lands in Camden, Jones and Onslow counties. All the State's swamp lands are held by a capitalist at Charlotte, N. C.

The East Coast Lumber Co., near Lake City, Fla., has added a quantity of new machinery to its extensive plant, and now has a capacity of 125,000 feet of lumber per day. The company has run its track about fifty miles into the timber land, and is now cutting timber near St. Mary's river.

J. A. Roush and E. W. Gould of South Macon, Ga., will commence the manufacture of barrel staves this week. The plant is installed at the Roush Wheel Works in South Macon, and has a capacity of 25,000 staves a day. Already a number of orders have been received by the firm.

The Indiana Lumber Co.'s plant at Byrd's Spring, near Huntsville, Ala., was totally destroyed by fire on the 6th inst. The loss is estimated at \$10,000. In the warehouse were stored 1,000,000 feet of lumber, which escaped the fire and was not injured. It is not believed now that the plant will be rebuilt.

The Southern Mineral & Timber Co. of Bristol, Tenn., has been organized, with a capital stock of \$10,000. The officers of the company are J. U. Dickey, president; C. J. St. John, vice-president; J. C. Byers, secretary, and H. E. Jones, treasurer. The company will develop mineral and timber lands.

It is reported that a rise in the Clinch and Powell rivers from their source to Clinton, Tenn., and below has taken place as the result of heavy rains that have fallen during the past week over the Cumberland plateau. Chattanooga lumbermen expect on this logging tide over 5,000,000 feet of logs, which will give all the mills a good supply of timber.

It is announced that the Perkins Manufacturing Co. and the Georgia Iron Co. of Augusta, Ga., which property was destroyed by fire recently, have purchased a lot of ground in that city, on which the companies will erect a lumber and iron-works plant with all modern machinery. The sum of \$50,000 will be invested in the lumber plant and \$25,000 in the iron works.

The building of the sash, door and blind factory by the Halle-Randolph Manufacturing Co. of Birmingham, Ala., is nearly completed, and the machinery



will be placed and the enterprise ready for service by April 30. The officers of the company are Richard Randolph, president; Memare Halle, vice-president and superintendent; Oliver Chalfoux, secretary and treasurer. The capital stock of the company is \$20,000.

The Oxley Stave Co. of Chattanooga will at once erect a large stave factory at Riceville, on the Knoxville division of the Southern Railway. The plant will cost between \$4000 and \$5000, and will be perfect in equipment. The Standard Oil Co. has a contract with the Oxley Stave Co. to take all the staves the company can make. The company now has eight factories in Alabama, Georgia, Tennessee and Kentucky, from which it ships staves to Junction City, Ky.

The annual meeting of the Southern Pine Co. and election of directors and officers for the ensuing year was held last week at Savannah, Ga. Mr. Henry P. Talmadge was elected president; Mr. J. J. McDonough, manager of the mills and land department, and Mr. W. B. Stilwell, secretary and treasurer. The business of the company for the past year has been excellent, and the outlook for the present year equally good, with no probability, under present conditions, of any decrease in demand or prices.

It is stated that Greer Bros. of Dakota, Ga., have purchased at Dover, Hillsboro county, Florida, a site for a large saw-mill. The entire investment made will reach \$200,000 cash, including the timber land and the saw-mill plant. The firm will cut largely for export to Cuba and Central and South America. They have secured already 20,000 acres of timber land, and are negotiating for still larger quantities. Railroads will be constructed in order to reach the timber and facilitate business.

It is stated that the Tunis Lumber Co. of Baltimore and Norfolk is about closing a deal in New Orleans for the exportation of an order of lumber through that port to Hamburg, Germany. A representative of the Tunis Lumber Co. while in New Orleans, in an interview with a reporter of the Picayune, said: "The object of my trip to New Orleans, put in a few words, is to arrange for exporting some lumber from New Orleans right along. We have been doing all our foreign shipping from Baltimore, Norfolk and Newport News, and now we wish to add New Orleans to our list of export points. The product, if it can be bought cheaper down here, will go via this port."

### TRADE NOTES.

**Practical Analytical Chemist.**—A practical analytical chemist of seven years' general laboratory experience desires to obtain a position. This party is skilled in handling machinery and men. Address "Practical," care of the Manufacturers' Record.

**Westinghouse Machinery at Jennings, La.** The electrical machinery for the Jennings (La.) Electric Light & Power Co.'s plant will be furnished by the Westinghouse Electric & Manufacturing Co. through its New Orleans branch. R. S. Stearnes of 1002 Hennen Building, New Orleans, is the representative who closed the contract.

**Textile Mill Filter.**—The apparatus of the New York Filter Manufacturing Co. continues to find increasing favor with manufacturers of textile products. The company's latest order in this class is for a horizontal type of filter (New York pressure) of 500,000 gallons capacity daily, for installation at the carpet and lace mills of Messrs. John Bromley & Sons, Philadelphia.

**Steam and Electric Plants.**—The Atlanta Steam Heating Co., doing an exclusive heating business, has been succeeded by the Atlanta Heating & Power Co., and in the future will, in addition to the line of heating, make plans and take contracts for complete steam-power and electric plants. This change has been brought about by the com-

pany being continually called on to do this class of work. Offices at 916-917 Austell Building, Atlanta, Ga.

**British Orders for Oil Filters.**—The Metropolitan Electric Supply Co. of London, England, one of the largest electrical concerns in the British empire, has recently placed an order for four 90-gallon Cross oil filters, manufactured by the Burt Manufacturing Co. of Akron, Ohio. These are for use in their stations. The British government has also been a large buyer of these goods during the past year, notwithstanding the fact that the English makes are both plentiful and cheap.

**Machine to Make Cross-ties.**—The Salem (N. C.) Iron Works is manufacturing a machine for making railroad cross-ties, under the name of the Champion cross-tie machine, which machine will turn out a complete tie in a minute. This will no doubt be of interest to parties interested in getting out cross-ties the old-fashioned way, as with this machine all the ties are of the same size and shape, and free from gasches or saw cuts to absorb moisture, and especially adapted for cross-ties and similar preparations to increase the life of the tie.

**New York Filters.**—The filtering apparatus constructed and sold by the New York Filter Manufacturing Co. continues to make constant headway in the various industries of the country requiring pure water for their economical operation. The most recent orders placed on file by the company from its New York city office at 35 Cortlandt street were for a large filter to be placed in the Orianna Bleaching Works at Philadelphia, for an improved filtering plant at the Clarion (Pa.) Water Co.'s works, and for a filtering system at the Columbia Paper Co.'s mills in Georgetown, D. C.

**Centrifugals for All Purposes.**—Centrifugals for sugar and other purposes are in such demand as to keep the prominent manufacturer, Henry G. Morris, busily engaged in producing them for the trades. Mr. Morris' plant is in Philadelphia (office, 926 Drexel Building), where he makes a line of centrifugals for sugar and other purposes, vacuum pans, single and multiple effects, diffusion batteries, sugar-cane mills, shredders, bagasse furnaces, beet-sugar apparatus, etc. The most recent contracts filed by Henry G. Morris is to supply five large centrifugals for Philadelphia refineries.

**Paragon Boilers South.**—Capt. M. DeFay of New York city, patentee of the Paragon boiler, has completed arrangements that will enable Southern boiler users to contract for Paragon boilers in their section. Messrs. Walsh & Weldner of Chattanooga, Tenn., have secured shop rights for constructing the boiler, and will be pleased to submit descriptions, statement of the superior merits of the boiler, estimates and other details upon application. The Paragon boiler is rapidly gaining an unexcelled reputation for efficiency; it is used for steam-boats and for stationary plants of every description.

**Ornamental Iron Works.**—The Ornamental Iron & Wire Co. of Chattanooga, Tenn., has been making some heavy iron cages for the African lions and other animals of the Oxley Zoological Park at Chattanooga. Seven large cages are now completed. The Chattanooga company does a considerable amount of this kind of work, its reputation for it being well known. The company also does a good deal of jail-cell work; large output of all kinds of iron and wire fencing, window guards, fire-escapes, office and bank railings and other such products. One-hundred-page illustrated catalogue obtainable on application. Estimates on request.

**Ore-Washing Plants.**—With an increased revival in Southern mining and the opening up of new fields, comes a demand for the machinery that is necessary in the different operations that wash and prepare ores for marketing. The George Foundry and Machine Works of Rome, Ga., has supplied a quantity of machinery in this line, its recent contracts including three ore washers for a Cartersville (Ga.) company, a phosphate washer for a Florida plant, another order for a washer from Florida, etc. The George plant also continues to attend to large trade exclusive of washers, and is prepared to estimate on foundry and machine work generally.

**Lundell Fans and Motors.**—One of the Old Dominion Line of steamers has been equipped with Lundell fans by the Sprague Electric Co. The fans are mounted to run in an inverted position, the motors being attached to the ceiling. Another recent order of the company was for a 75-kilowatt direct-connected generator for the new factory of

the New York Belting & Packing Co. at Passaic, N. J. Another recent order was to supply Lundell apparatus for a new factory at Waverly, N. J., to include 25-kilowatt and 75-kilowatt generator, belted type, of 250 volts, and fifteen motors, ranging from two to twenty horse-power. The Sprague Electric Co.'s New York offices are at 527 West Thirty-fourth street.

**Water-Powers Offered.**—The South's numerous water-powers are gradually being taken up and developed to their utmost by industrial managers of various kinds. Two powers that are located in Virginia are on the market now; these contain a flow that will provide 750 and 250 horse-power, respectively. The 250 horse-power is already developed, and near it is located a granite quarry. The other 750 horse-power is well adapted for manufacturing purposes, having suitable adjacent lands and proximity to two railroads; in fact, both powers are most admirably situated for industrial purposes. The party offering these properties for sale is William Franklin, who can be addressed, care of this publication, for further particulars.

**Recommending Albany Grease.**—A highly commendatory letter was received recently by the Albany Lubricating Compound & Cup Co. (Messrs. Adam Cook's Sons, proprietors) relating to the Albany compound. The letter comes from Wendell Kirth of Gordon, Neb., and states: "I wish to report unqualified success with the sample box of Albany compound on our crankpin here. We have been running on it every day since. At first it heated up as it usually has done for the past five or six years, owing to box being badly scored, but now it is running cool every day and no trouble at all with it. There has been more oil used every day in quantity than would be used with the grease in sixty days' continuous run. We will send to your Chicago people for more." The Albany Company has New York offices at 313 West street.

**Wire for Our New Possessions.**—A large order recently filled by American manufacturers is of interest, inasmuch as it is a shipment direct to our new possessions in the Philippine Islands. The order was placed by the United States government, and called for 2200 miles of galvanized Norway iron wire, Nos. 9 and 14 gauge, weighing 40,000 pounds. This order was entered, started in work, inspected and shipped inside of ten days, every coil being accepted on rigid inspection by United States inspectors. This shipment was directed to the chief signal officer at Manila and started on its long journey last week. The John A. Roebling's Sons Co. of Trenton, N. J., were the American manufacturers who filled the order. This company's product is iron and steel-wire rope, insulated electric wires and cables, wires of all kinds, etc.

### TRADE LITERATURE.

**Lawn Mowers.**—With the accelerated movement for suburban life has come an increased demand for tools and machines intended to beautify and improve outdoor prospects. The chief machine for this is the mower for cutting the grass on the lawn. Mowers have been made by the Philadelphia (Pa.) Lawn Mower Co. for upwards of thirty years, and lawn mowers of this make have attained a name for excellence of the highest character. This company has issued an illustrated catalogue of its wares, which will be found of interest to all present and prospective users of lawn mowers, and copies may be obtained on application.

**Boiler Compound.**—In the operation of steam-power plants one noted source of annoyance and loss of time is the formation of scale in boilers. There are a number of compounds on the market having for their purpose the removal of this scale. One most successful compound is that manufactured by the International Boiler Compound Co. of 47 Market street, Chicago. This company's product is prepared in various formulas, adapting it to any kind of water that will be met with in boilers, and its success in removing scale has been a matter of more than a quarter of a century. The compound attacks the minerals contained in water, destroys their hardening qualities and prevents them from forming scale. The company takes contracts for removing and preventing scale or sells its compounds for use by the steam owner himself. A leaflet relative to the International compound tells all about it. Send for one.

**Mill Supplies, etc.**—The South has been for some years a large consumer of general mill supplies, and this trade has been heavily increasing during the past year. Outside man-

ufacturers and dealers, as well as Southern houses, have been catering to this mill-supply demand, and an extensive business has been built up in it. Messrs. Keith, Simmons & Co. of Nashville, Tenn., is one of the Southern firms that has been successfully and satisfactorily supplying a large part of the Southern mill trade, and expects from its clientele a continuance of patronage, as well as expecting a largely-increased clientele. This firm has issued its 1900 catalogue, one of the most complete that could be compiled, in which is illustrated and succinctly described mill supplies and kindred lines. The goods shown constitute a most complete assortment of desirable modern products, carefully classified and indexed, so that any article can be immediately located and ordered. In compiling this book Messrs. Keith, Simmons & Co. have had in view the interests of the buyer and consumer throughout the Southern country.

**Heating and Ventilating Appliances.**—Economy, durability and satisfactory results are nowhere sought more assiduously than in one's own heating plant for home use. Heating and ventilation are vital for assisting in the preservation of comfort and health, and warm-air heaters have come to have a universal vogue for these purposes. Of the disadvantages of stoves or open fireplaces for general heating purposes it is needless to dilate. A catalogue issued recently deals with a new heater that the manufacturer claims has most exceptional superior advantages. This heater is the result of experiments along new and scientific lines, and is guaranteed to be absolutely proof against leakage of carbonic acid gas, smoke or dust from the firebox into the warm-air chamber, and to remain so. The Stanton Heater Co. of Martin's Ferry, Ohio, is the manufacturer of the furnace in question, and it invites the most thorough examination of its appliances, and a reading of its catalogue will tend to prompt full investigation by anyone interested in heating either private or public buildings.

**Road Machinery, etc.**—The interest which is being shown throughout the country in the improvement of public highways has produced a line of road machinery from American manufacturers. This line is found to be of a most serviceable nature, and combines all the necessary means and methods for the making of a good roadway. A 1900 catalogue in this department is that issued by the Aultman Company of Canton, Ohio, which has been one of the stable and successful industrial establishments since 1831. The catalogue referred to treats of rock crushers, road machines, wheeled and drag scrapers, contractors' and municipal supplies, etc. Elaborate descriptions are omitted, as are also lengthy arguments favoring purchases, it being assumed that customers are competent to pass upon their own needs and conditions. The Aultman Company's long experience and standing in the mechanical and commercial world sufficiently commends its productions, and prospective buyers desiring more detailed descriptions and information than the catalogue gives may obtain same by applying in person or by letter.

**New Combustion Process.**—There is now being introduced to the industrial world a new combustion process that is claimed to be new in principle, to save fuel, to increase heat, prevent smoke and increase all the required efficiencies of steam-power plant, a heating furnace or similar equipment. This process is the invention of Paul J. Schlicht of the Franklin Institute, and the Schlicht Combustion Process Co. is introducing it. A fact that speaks in the highest favor of the process is that when it is installed the regular working of the plant is not interfered with. There is no loss of time through drawing fires, replacing grates, etc. Forced draught, frequently indispensable before application, is not needed (so the company claims) when the process is in operation, and the cleaning of fires is less frequent by half. In many plants where the process is installed the use of the slice-bar is a thing of the past, as the coal is burned to a fine ash, which only necessitates cleaning the grates once in twenty-four hours. If it is desired to reduce coal bills and increase horse-power, to make the ash-heap smaller, a thinner cloud of smoke and a uniform pressure of steam, this Schlicht process is offered on its merits, that have proven its claims frequently. The Schlicht Combustion Process Co. has offices at 149 Broadway, New York city, to which address requests may be sent for copies of the company's book treating of its process. A full explanation of the principles involved is given, and the many opinions and results of tests made will be of interest to all heating and steam-plant users.



# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD** seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

## ALABAMA.

Anniston—Bag Factory.—The Pratt & Yates Bag Co. may erect an addition for bleaching plant.

Anniston—Electric Plant.—The Anniston Gas & Light Co. has awarded contract for installation of its incandescent plant, mention of which was previously made.

Anniston—Cotton Mill.—A company is being organized for erection of a \$100,000 cotton mill. L. H. Kaplan is interested.

Athens—Cotton Mill.—Dr. Theodore Westmoreland and others are interested in the establishment of a \$100,000 cotton mill.

Birmingham—Sash, Door and Blind Factory.—The Halle-Randolph Manufacturing Co., organized with capital stock of \$20,000, is erecting sash, door and blind factory, and will begin operations in April. Richard Randolph is president; Memare Halle, vice-president, and Oliver Chalfoux, secretary and treasurer.

Birmingham—Hotel Company.—The St. Clair Springs Company has been incorporated, with capital stock of \$25,000, by Bert Jacobs, G. R. Harsh and Louis Gelders, to operate a summer resort at St. Clair Springs.

Choctawhatchee—Iron Mines.—Scarborough & Milligan are opening iron mines, as lately mentioned; capacity from 25 to 100 tons per day.\*

De Armanville—Iron Mines.—J. G. Hudson of Oxford and L. H. Davis have leased and will develop iron-ore mines at De Armanville.

Evergreen—Paper Mill.—R. Thomas, P. O. Box 101, will erect paper mill, as lately reported.\*

Huntsville—Ice Factory.—S. B. Stewart and others have formed a company for establishment of ice factory, as lately noted; capacity ten tons, size 37x76 feet and cost \$10,000; machinery contracted for.

Huntsville—Saw-mill.—The Indiana Lumber Co. (principal office Nashville, Tenn.) will rebuild its saw-mill reported burned.

Iron City—Iron Mines.—The Iron Mountain Brown Ore Mining Co., J. G. Adams, secretary-treasurer, is developing the J. J. Tollison iron mines at Iron City, as lately reported. Address company at Anniston.

Iron City—Brown-ore Mines.—The Iron

City Brown Ore Co. has been organized, with I. Levi of Anniston, president and general manager, and is developing brown-ore mines near Iron City; capacity about 100 tons per day.

Jacksonville—Iron-ore Mines.—Gen. J. W. Burke of Mobile, Ala., is building a railroad to large iron-ore properties near Jacksonville, which he will develop.

New Decatur—Bridge Works.—Frank Conger, president of the Groton (N. Y.) Bridge Works, has purchased site and buildings at Decatur of the old United States rolling-stock works and will establish large bridge works.

Roanoke—Cotton Mill.—The W. A. Handley Manufacturing Co. will be chartered by Captain Handley, president; R. L. Schuessler, Z. J. Wright, Hill Jones and others for the erection of cotton mill; capital stock \$100,000.

Sheffield—Flour Mill.—The Henderson Flour Mill has been sold by Dr. R. Thurmond, Jr., trustee, to A. B. Cooke, Jr., for \$3600. Improvements and repairs will be made at once and plant put in operation.

Sheffield—Stove and Foundry.—The Sheffield Stove & Foundry Co. is installing new machinery to increase its daily output, which is about twenty-five stoves. Company recently increased capital stock to \$10,000.

## ARKANSAS.

Corley—Land and Improvement.—The Mt. Magazine Hotel, Land & Improvement Co. has been incorporated by Henry Stroup, W. C. Reynolds, W. P. Hughes and others, with capital stock of \$12,500.

Faber—Saw-mill.—William Matthews & Son will rebuild their saw-mill, lately burned.\*

Fitzhugh—Mercantile.—Chartered: Fitzhugh, Snapp & Co., with L. D. Snapp, president, and others; capital stock \$10,000.

Mena—Electric-light Plant.—The city has granted franchise for an electric-light plant, and contract has been awarded to J. E. Tomlinson.

Mountain Home—Mining.—Edward McClellan, W. F. Eatman, A. F. Huskinson and others have incorporated the Lone Star Prospecting & Mining Co., with capital stock of \$10,000.

Texarkana—Mercantile.—Chartered: The Interstate Mercantile Co., by James O'Neal, president, and others; capital stock \$10,000.

## FLORIDA.

Citrus County—Phosphate Mines.—C. C. Todd and R. S. Clark of Ocala will open phosphate mines in Citrus county.

Dover—Saw-mill and Timberland Development.—Greer Bros. of Dakota, Ga., have purchased 20,000 acres of timber lands at Dover for \$200,000, and will erect saw-mill for development.

Jacksonville—Mining.—The Southern Phosphate Mining Co. has been incorporated, with capital stock of \$50,000.

## GEORGIA.

Atlanta—Cannery.—The establishment of a cannery is contemplated. Address Chas. D. McKinney, No. 809 Equitable Building.\*

Atlanta—Cotton Mill.—Samuel A. Carter will organize a \$100,000 company for establishment of a cotton mill which will have capacity for 10,000 spindles.

Atlanta—Cotton Mills.—The Piedmont Cotton Mills has been incorporated by Baynard Willingham of 35 Inman Building, O. D. Westman and others, with capital stock of \$50,000, to erect mill.

Atlanta—Cotton Mill.—W. C. Rawson, W. R. Hammond, F. I. Stone, W. K. Stone, F. W. Stone and others have incorporated the Elizabeth Cotton Mills, with capital stock of \$100,000, privilege of increasing to \$500,000, for the establishment of a cotton mill, to commence operations with 5000 spindles, which will be increased to 10,000. It is said that contracts for machinery have been awarded.

Atlanta—Cotton Mill.—The Business Men's League, C. A. Collier, president, will endeavor to organize a \$1,000,000 company for establishment of cotton mill.

Augusta—Iron Works.—The Georgia Iron Works will rebuild its plant on an enlarged scale, installing in the foundry department about \$25,000 worth of new machinery.

Augusta—Water-works Improvement.—

Commissioner Wingfield has been instructed to advertise for bids for laying a number of new water mains.

Cartersville—Electric Plant.—The city contemplates lighting streets by electricity. Address Geo. S. Cobb, chairman.

Cartersville—Mineral-land Development, etc.—W. R. Laramore, Sam P. Jones and J. H. Vivian have incorporated the Clifford Lime & Stone Co., with capital stock of \$12,000, with privilege of increasing to \$100,000, for the purpose of mining minerals, quarrying stone, manufacturing lime, cement, etc. (This item mentioned last week under Kingston.) W. R. Laramore is manager.

Dahlonega—Gold Mine.—W. T. Head is developing gold mine on his property near Dahlonega.

Kramer—Lumber Mill.—The Gress Lumber Co. is rebuilding its plant, lately reported burned; machinery contracted for.

La Grange—Coffin Factory, Saw-mill, etc.—The Independent Order of the Mutual Aid Society (negro organization) is erecting a coffin factory, and will establish saw-mill, grist mill and ginney in connection with it.

La Grange—Cotton Mill.—The company lately mentioned as to be organized to erect a 10,000-spindle mill will be known as the La Grange Cotton Mill Co., with John C. Spreckler, president; Frank Whitlaw, secretary, and John Ehlinger, treasurer.

Moultrie—Cotton Mill.—A meeting will be held on February 21 to complete the organization of the Moultrie Cotton Factory (previously reported), and to make arrangements for its erection. Address W. C. Vereen.

Palacky—Saw-mill.—P. S. Cummings & Bro. are rebuilding their saw-mill, lately reported under Daisy, Ga., as burned; machinery contracted for.

Ringgold—Cotton-thread Mill.—Rev. John T. Richardson of Dalton, Ga., will form a company to erect a \$50,000 cotton-thread mill near Ringgold, where it is said water-power is available to operate a mill with over 4500 spindles.

Ringgold—Cotton Mill.—John T. Richardson of Dalton will erect a \$50,000 cotton mill on his property near Ringgold.

Rossville—Iron-ore Mines.—The Dayton Coal & Iron Co., Limited, Dayton, Tenn., has discovered iron ore on its property south of Rossville, and has closed contract by which the Bryan Transfer Co. of Chattanooga, Tenn., will mine the ore and deliver it to cars on spur tracks which will be built to the mines.

Thomason—Electric-light Plant.—S. P. Miller, proprietor of the Thomason Light Co., has received contract for lighting the streets; contract provides for eighteen or more 2000-candle-power, enclosed incandescent are lights and option on twenty or more 32-candle-power incandescent lights.

Valdosta—Lumber Mills.—J. W. Winn and D. C. Ashley have incorporated the Winn-Ashley Land Co. for the manufacture of lumber, etc.; capital stock \$50,000.

Washington—Knitting Mill.—R. A. Almand and J. R. Dyson will erect mill for men's and ladies' underwear, as lately reported; building will be of brick, 50x15 feet; capacity 100 dozen per day of ten hours; capital \$25,000 to \$30,000.\*

West Point—Cotton and Knitting Mill.—Arrangements have been made for the establishment of a mill for the manufacture of yarns, hosiery, overalls and leggings; capital stock will be about \$60,000 or \$75,000. Address Norman C. Miller of Americus, Ga.

## KENTUCKY.

Harrodsburg—Laundry.—Walter Priest has purchased the laundry of S. C. Curd, and will improve and operate it.

Louisville—Tobacco Factory.—Strater Bros. will erect a four-story brick addition 50x135 feet to their tobacco factory at a cost of \$20,000.

Louisville—Tobacco Factory.—Kenneth McDonald has made plans for addition to factory of Harry Weissinger Tobacco Co., 155x75 feet.

Middlesborough—Cider and Vinegar Factory.—Hurst Publishing & Trading Co. will establish a cider and vinegar (artificial) factory.\*

Middlesborough—Broom and Handle Factory.—Hurst Publishing & Trading Co. will establish plant for the manufacture of brooms and handles.\*

Owensboro—Electric-light Plant.—The city

will erect \$40,000 electric-light plant, as lately reported. Address J. M. Nevitt, chairman special light committee.\*

## LOUISIANA.

Bayou Sara—Lumber Mills.—The Bayou Sara Lumber Co. has been incorporated for the manufacture of lumber by John F. Irvine, J. S. Knowlton, A. F. Linsley, W. H. Tenney and others, with capital stock of \$8000.

Breaux Bridge—Cotton-oil Mill.—A company is being organized for establishment of a cottonseed-oil mill. Names of interested parties to be announced later.

Crowley—Rice Mill, Warehouses, etc.—The Star Rice Milling Co. (reported lately as incorporated) has awarded contract for mill building and warehouses to J. A. Petty. Mill building will be four stories and have capacity of 600 barrels in twelve hours. Warehouses will be two stories, 90x200 feet and 70x80 feet, with capacity for 75,000 bags and equipped with conveyors and other machinery. Contract for machinery has been awarded. W. W. Dusen is president; J. C. Morris, vice-president; A. B. Allison, secretary and treasurer.

Crowley—Irrigation System.—C. C. Dusen and associates have formed the Acadia Canal Co. for irrigation purposes. Canal will be ten miles long, located at Pointe Aux Loups Springs, and have capacity for watering from 10,000 to 15,000 acres. Contracts have been made for the machinery and plant, erected and running order, delivery to be made by May 15.

Mansfield—Saw-mill and Cotton Gin.—J. B. Sloan of Alabama will establish a saw-mill and cotton gin on Bayou Pierre lake at Mansfield.

New Orleans.—The board of control of the new Basin canal and shell road has awarded contract to J. H. Gardner at \$3.29 per foot for the revetment work between the New Orleans & Northwestern Railroad bridge and the Lake avenue bridge, West End. The proposed improvement comprises about 12,000 feet, and when completed will have cost about \$40,000.

Oak Ridge—Brick Works.—J. S. Rolfe contemplates establishing brick works with daily capacity of from 10,000 to 15,000 bricks.\*

Rayne—Electric-light Plant.—The Rayne Ginning Co., Limited, Aug. L. Chappuis, president, contemplates installing an incandescent system for lighting the town.\*

Shreveport—Cotton and Knitting Mill.—Western parties are in correspondence with H. H. Hargrove relative to establishing a cotton mill at some point in the South, probably in Shreveport. Mr. Hargrove is also corresponding with parties who are desirous of establishing a knitting mill in Shreveport.

## MARYLAND.

Allegany County—Saw-mill.—F. T. Goddard and A. C. Gruber of Williamsport, Md., have purchased a large tract of timber land in Allegany county, and will erect saw-mills for development.

Baltimore.—Chartered: The Bendusla Water Co., to deal in ginger ale, mineral waters, etc., by Wesley F. Farmer, Herman F. Wilms, John Lauer and others; capital stock \$25,000.

Baltimore—Bottle Company.—The Eckhardt Bottle Co. has been incorporated for manufacturing bottles and bottling goods by William E. Eckhardt, John H. T. Jerome, Alfred Heath and others; capital stock \$50,000.

Baltimore—Packing-house.—The P. T. George Co. has been incorporated to continue the meat-packing business of P. T. George & Co.; capital stock \$70,000; incorporators, Philip T. George, Andrew C. Feuss, Chas. C. Homer, John B. Ramsay and others.

Baltimore—Land Improvement.—William T. Parrish, George A. Bryant, Allen Cleveland, Arthur C. Leonard and others have incorporated the Peabody Heights Improvement Co.

Baltimore—Brick Works.—Arthur B. Nitsch, Charles F. Nitsch, John H. Dumlér and others have incorporated the Arthur B. Nitsch Brick Co., with capital stock of \$100,000, for manufacture of brick, terra-cotta and other products of clay; estimated capacity of plant 180,000 bricks per day.

Baltimore—Ice Factory.—The Maryland Vacuum Ice Co. has been incorporated, with Theo. F. Wilcox, president; Chas. B. Mann, vice-president; Thomas E. Jenkins, secre-

tary-treasurer, for the manufacture of ice by the vacuum process; capital stock \$200,000. Plant will have a daily capacity of 100 tons and power and facilities for increasing to 200 tons. There is already an experimental plant on Swan street, where the superintendent, George F. Whiting, may be addressed.

Baltimore—Brewery.—Work has commenced on the brewery lately reported to be erected at Canton. The main building will be of brick and stone, four stories high, 300x204 feet. Brewing kettle will have a capacity of 350 barrels, and there will be two ice machines of 100 tons capacity. Capacity of plant will be 150,000 barrels per year, its cost \$200,000. All contracts have, it is said, been practically closed. Otto C. Wolf of Philadelphia prepared the plans. J. Fred Requa of Baltimore is agent and attorney for those interested.

Baltimore—Oyster-planting Company.—The Experimental Oyster Planting Co. has been incorporated for oyster-planting purposes by George W. Moore, Frank O. Shriver, John L. Gibbs, Martin Wagner and others. Address care of Canned Goods' Exchange.

Easton—Mattress Factory.—The Minnick property on Washington street is being equipped as a mattress factory by parties whose names will be mentioned later.

Washington, D. C.—The Roslyn Brick Co., reported last week as formed, was an error. The company merely held its annual meeting for election of officers. It is just completing a new outfit in the shape of drier, additional kilns and machinery for production of brick, 40,000 per day.

Weverton—Water-power Development.—E. P. Unger of Charleston, W. Va., has applied for privilege to develop water-power at Weverton for generation of electricity to operate machinery and supply electric lights.

#### MISSISSIPPI.

Bay St. Louis—Rice and Molasses Mills.—It is reported that rice and molasses mills will be established by a company to be organized for the purpose. C. C. Hart can probably give information.

Ellisville—Saw and Planing Mill.—It is said that Cincinnati (Ohio) parties will organize a \$250,000 stock company for establishment of a saw and planing mill at Ellisville.

Greenville—Coal Company.—The Alabama Block Coal Co. has reorganized, with R. C. Middleton of Birmingham, Ala., president.

Laurel—Planing Mill, etc.—The Kingston Lumber Mill is rebuilding planing mill, as recently reported, and contracts for machinery have all been awarded. It will have a daily capacity of 100,000 and cost \$25,000. Company is also increasing capacity of saw-mill and dry-kilns.

Laurel—Lumber Mill.—The Laurel Lumber Co. is doubling the capacity of its mill and making plans to build another about fifteen miles from Laurel.

Laurel—Lumber Mill.—Eastman, Gardiner & Co. are doubling capacity of their mill to cut 60,000,000 feet the present year.

#### MISSOURI.

Aurora—Lead and Zinc Mines.—The Frisco Mining Co., lately reported as incorporated under St. Louis, has let contracts for drilling a 10-acre tract at Aurora. If mineral is found in sufficient quantities large plant will be erected. Address George E. Dyson, secretary, 191 N. Broadway, St. Louis.

Aurora—Mining.—Chartered: The Rose-land Mining Co., with capital stock of \$5000, by G. R. True, J. M. Hawkins, F. M. Neely and others.

Joplin—Mining.—Chartered: The Black Cat Lead & Zinc Co., with capital stock of \$100,000, by F. D. Benham, C. A. Baiser, W. W. Gregg and others.

Joplin—Mining.—The Michigan Lead & Zinc Co. has been incorporated, with capital stock of \$100,000, by F. G. Benham, E. V. Wysbrod, J. J. McPherson and others.

Joplin—Mining.—Chartered: The Cleveland Circle Mining Co., by A. A. Atwater, H. D. Dougherty and J. C. Fischer.

Leadville—Lead and Zinc Mines.—E. Z. Wallower of Harrisburg, Pa.; J. C. Dawson and D. C. Hoover of Pittsburgh, Pa., have purchased lead and zinc lands near Leadville and organized the Jack Daw Mining Co. to operate it.

Springfield—Hardware.—Chartered: Weaver-Raymond Hardware Co., by George E. Raymond and others; capital stock \$10,000.

St. Louis—China and Glass Company.—The E. F. Meier China & Glass Co. has been incorporated, with capital stock of \$100,000, by E. F. Meier, F. C. Meier and A. R. Meier.

St. Louis—Laundry.—The C. A. Lange Laundry Co. has been incorporated, with

capital stock of \$20,000, by Chas. A. Lange, Henry C. Lange and others.

St. Louis—Printing.—Chartered: The Miller-Flaven Printing Co., with capital stock of \$40,000, by John A. S. Miller, James Flaven and George C. Campbell.

St. Louis—Novelty Company.—The Acme Novelty Co. has been incorporated, with capital stock of \$2000, by Reinhold Theime, E. Wachter and John Schneider.

St. Louis—Saw-mill, etc.—The St. Louis Saw-Mill & Lumber Co. has been incorporated, with capital stock of \$5000, by William Hamby, A. A. Fischer, A. G. Clark and others.

St. Louis—Bed Factory.—The American Bed Co., lately reported incorporated, will manufacture iron and brass folding beds; plant will have capacity of 200 beds per day.

St. Louis—Electric Company.—The Beck Electric Co. has been incorporated, with capital stock of \$5000, by Morris Beck, Emil Haas and others.

St. Louis—Construction Company.—The Globe Construction Co. has been incorporated by W. W. Anderson, W. C. Meiner and William Cornish; capital stock \$10,000.

St. Marys—Mercantile.—Chartered: Roseman Mercantile Co., by H. G. Roseman and others; capital stock \$3000.

#### NORTH CAROLINA.

Burke County—Sheep-raising Company.—A syndicate of New York and North Carolina capitalists has been formed in South Dakota to engage in sheep raising, and is now negotiating for the purchase of 51,000 acres of mountain land in Burke county near Morganton.

Durham—Electrical Supply Works.—The Durham Telephone Manufacturing Co. has been incorporated to manufacture telephones, switchboards and all kinds of electrical supplies; capital stock \$13,000; incorporators, Julian S. Carr, George W. Watts and L. A. Carr.

Everett—Lumber Mill, Dry-kilns, etc.—The Everett Lumber Co., reported lately as having increased its capital stock, will make some improvements to its mill and dry-kilns.\*

Fayetteville—Tobacco-stemmer Works.—The Underwood Stemming Machine Co. has been incorporated for the manufacture of the patent tobacco stemmer of Capt. J. B. Underwood. William Gray of Richmond, Va., is president; capital stock \$1,000,000. Company may be addressed at 11 Francis street, New York city.

Greensboro—Bobbin and Shuttle Works.—The Piedmont Shuttle and Bobbin Works, recently reported as incorporated, will manufacture shuttles complete, and has its own equipment for making the irons, etc.; will also manufacture bobbins, spools, skewers, picker sticks and other mill specialties; the picker-stick department is already in operation; capacity of shuttle department will be twenty dozen per day.

Henderson—Cotton Mill.—The Harriet Cotton Mills has been organized, with capital stock of \$150,000, to erect a 7500-spindle mill. Those interested are D. Y. Cooper, J. B. Owen, G. B. Harris, J. D. Cooper, A. C. Zollicoffer, C. J. Burton, J. P. Taylor and others.

High Point—Mantel and Table Factory.—The High Point Mantel & Table Co. has been organized for establishment of a factory, as lately reported. Address John H. Tate.\*

High Point—Machine Works.—The High Point Machine Works is adding an addition to its foundry for increasing capacity, etc., as reported lately.

La Grange—Canning Factory.—The Osceola Canning Co. has been incorporated for canning purposes and to manufacture vinegar and extracts; capital stock \$5000; incorporators, J. W. Sutton, J. M. Hodges, H. V. Williams and others.

Laurel—Flour Mill.—Col. J. F. Jones will convert burr mill into a 50-barrel roller-process flour mill.\*

Lexington—Cotton Mill.—The Nokomis Cotton Mill, reported last week as incorporated, has organized with C. A. Hunt, president; D. H. Hinkle, secretary-treasurer. Arrangements will be made for early building.

Liedown—Flour Mill.—The Moore Cotton Mill has purchased a complete roller flour mill outfit.

Monroe—Cotton Mill.—W. C. Heath has in contemplation the organization of a company for erection of 10,000-spindle cotton mill, as lately reported.

New Berne—Steamboat Company.—The Independent Steamboat Line Co. has been incorporated, with capital stock of \$5000, by Jesse J. Lassiter, N. W. Jones and others.

Raleigh—Electric-light Plant.—An electric-light plant will be installed in the penitentiary. John P. Cilley can be addressed.

Reidsville—Flue Factory.—R. G. Gladstone has leased the Ford shop, and will use building as a flue factory.

Statesville—Electric-light Plant.—The city will enlarge its electric-light plant, installing a 1000 or 1200-light alternating incandescent dynamo and power to operate it. Address D. A. Miller, chairman electric-light committee.\*

Shelby—Cotton-oil Mill.—The company lately reported as organized by J. W. Lineberger and others for erection of cottonseed-oil mill is known as the Piedmont Oil Co., with capital stock of \$25,000, with privilege of increasing to \$50,000; J. D. Lineberger, president, and J. J. Medlarrey, secretary.\*

Sweptown—Cotton Mill.—The Virginia Cotton Mills will add 100 looms, already ordered; present equipment 4160 spindles and 200 looms.

Tarboro—Overall, etc., Factory.—The T. W. Thrash Co., recently reported as incorporated, will manufacture shirts, overalls, pants, etc. Address T. W. Thrash.\*

Washington—Cotton Mill.—Dr. S. T. Nicholson and William Bargaw are forming a \$50,000 company to erect a cotton mill.

Washington—Chair Factory.—Thomas Latham and Samuel Wilmes are endeavoring to form a company for establishment of chair factory.

Wilmington—Cotton Mill.—The Wilmington Cotton Mill will install a number of drop-box looms.

#### SOUTH CAROLINA.

Anderson—Cotton Mill.—The Georgia-Carolina Manufacturing Co. has been incorporated, with capital stock of \$100,000, to build a cotton mill; incorporators, J. J. Fretwell of Anderson, Walton Hall and Luther Little of Massachusetts; company will obtain its power from the Tugaloo river, near Hattons Ford.

Camden—Cotton-oil Mill.—The Atlantic Cotton Oil Co. of Sumter, S. C., will erect cottonseed-oil mill at Camden, as reported lately; capacity sixty or eighty tons.

Charleston—Mercantile.—The Johnston-Creus Company has increased its capital stock from \$60,000 to \$150,000.

Charleston—Ice Factory.—The Citizens' Ice Co., reported during the week as incorporated, has purchased site for plant and placed contract for material; R. M. Anderson, president.

Charleston—Fertilizer Factory.—It is reported that Armour & Co. of Chicago, Ill., will establish a \$1,000,000 fertilizer plant near Charleston. L. Arthur O'Neill is the Charleston representative.

Charleston—Mercantile.—Chartered: E. A. Beall Co., with capital stock of \$50,000.

Charleston—Cotton Mill.—The Vesta Mills states that there is no truth in the report that it would put in new machinery for the manufacture of finer grades of cloth.

Charleston—Woodenware Company.—The Atlantic Woodenware Co. has increased its capital stock from \$5000 to \$10,000.

Greenville—Knitting Mill.—Theodore T. Bedford of Pottsville, Pa., has arranged for the establishment of knitting mill for manufacture of stockings in Greenville. Ten machines will be installed and capacity increased in the near future.

Laurens—Furniture Factory.—E. H. Wilkes is organizing a \$30,000 company for establishment of a furniture factory.\*

Leesville—Brick Works.—Barr & Mitchell are establishing brick works.

Liberty—Cotton Mill.—The stock company lately reported to be organized by T. N. Hunter and others for erection of a cotton mill will have capital of \$150,000.

Spartanburg—Harness Factory.—The Spartanburg Loom Harness Co., lately reported as incorporated, has established a plant for manufacture of harness, etc.

Stalvey—Mercantile.—The Socastee Joint Stock Co. has been incorporated, with capital stock of \$5000, by A. D. Stalvey and others.

Williamston—Cotton Mills.—The Williamston Mills (reported last week as incorporated) has capital of \$100,000, and will erect a 5000-spindle mill, with looms, etc. George W. Sullivan will be president.

#### TENNESSEE.

Athens—Chair Factory.—W. S. Sanders, president Grant Sanders Manufacturing Co. of Dalton, Ga., has purchased the chair-factory plant at North Athens.

Briceville—Coal Mines.—The Minersville Coal Co. (reported lately under Knoxville as incorporated) will open mines at Briceville,

and hopes to develop a tonnage of at least 1000 per day by January 1. Address B. A. Jenkins, Knoxville, president.

Bristol—Mineral and Timber Company.—The Southern Mineral & Timber Co. has been organized, with J. A. Dickey, president; C. J. St. John, vice-president; J. C. Byars, secretary, and H. E. Jones, treasurer, for developing mineral and timber lands, etc.; capital stock \$10,000.

Burns—Saw-mill.—James Johnson will erect new saw-mill near Burns.

Centerville—Tannery.—J. B. Stewart and J. Peeler will erect a tannery.

Charlotte—Stave Mill.—C. J. Whited will move his stave mill at Burns to a situation near Charlotte.

Chattanooga—Mining.—The Ackworth Mining & Development Co. has been incorporated by C. H. Brandon, W. S. Morgan, E. B. Craig, W. L. Granberry and others, with capital stock of \$500,000.

Chattanooga—Iron Fence Works, etc.—It is reported that the Chattanooga Steel Roofing Co. has purchased Kuhn's iron and fence works at 207 Water street, and contemplates enlarging the plant for the manufacture of iron fencing, posts and other articles.

Clarksburg—Brick Plant.—W. A. Settle will establish brick plant with daily capacity of 35,000 bricks.

Clifton—Land Company.—Chartered: The Clifton Land Co., by J. J. Gordon, G. L. Carter, B. L. Dulaney and others; capital stock \$25,000.

Harriman—Brick Works.—C. L. French & Co. of New Orleans, La., will establish the brick works at Harriman reported last week; capacity 25,000 per day.

Knoxville—Cotton Mill.—It is reported that a \$500,000 cotton mill will be established. Among those interested are Col. C. M. McGhee, Col. L. D. Tyson, R. P. Gettys and others.

Knoxville—Chemical Works.—It is stated that if 300 Keneval coke ovens are erected in Knoxville or a sufficient number to justify the movement, the Michigan Ammonia Works of Detroit, Mich., will erect chemical works to cost not less than \$125,000. George Osius, secretary and treasurer of the company, may be addressed.

Memphis—Cold-storage Plant and Candy Factory.—The Oliver-Finnle Grocery Co. is not establishing ice factory, as lately reported, but has purchased machinery for cold-storage plant and is also purchasing machinery to double capacity of its candy factory.

Memphis—Cotton Mill.—The Memphis Cotton Mill Co. has amended its charter, increasing capital from \$120,000 to \$150,000.

Memphis—P. K. Crowell, Heber Jones, Calvin Perkins and others have incorporated the Crowell Manufacturing Co. to manufacture machines for treating cotton in any form; also owning and leasing cotton gins, presses, etc.; capital stock \$10,000.

Morristown—Telephone Company.—Chartered: The Citizens' Telephone Co., with capital of \$3000, by J. S. Hill, J. G. Hays, P. H. Ponder and others.

Mt. Pleasant—Milling Company.—The Mt. Pleasant Milling Co. has been incorporated, with capital stock of \$20,000, by J. M. Hunter, J. S. Hill, George W. Killebrew and others.

Mt. Pleasant—Electric Plant and Ice Factory.—The Mt. Pleasant Electric Co. (reported last week) has electric-light plant in course of construction; size of building, including boiler-room, is 30x70 feet; capacity 1200 incandescent and twenty are lights; company contemplates adding 25-ton ice plant in the spring; E. J. Gregory, president.\*

Mt. Pleasant—Phosphate, etc., Development.—The Lucius P. Brown Co. has been incorporated for the development of phosphate lands, to mine coal, copper, lead, zinc, etc., for manufacturing brick, tile, farm implements, etc., by Lucius P. Brown, George Campbell Brown, J. Minnick Williams, C. B. Trabue and others, with capital stock of \$5000. Address Lucius P. Brown at Nashville, Tenn.

Mt. Pleasant—Phosphate Mines.—C. M. Sorla of New Orleans, La., and others, previously reported as having purchased the J. K. Orr property at Mt. Pleasant, have incorporated the Export Phosphate Co., with capital stock of \$200,000, for development of the property. Among others interested are A. Baldwin, T. J. Steward, J. T. Hayden and others, all of New Orleans.

Nashville—Coal and Coke Company.—The Crescent Coal Co. has been incorporated, with capital stock of \$100,000, by A. H. Robinson, W. C. Collier, W. R. Cole and others.

Nashville—Sash, Door and Blind Factory, etc.—The Union Lumber Co., lately reported



under Union as incorporated, is composed largely of members of the firm of W. V. Davidson Lumber Co., and was formed to take that company's retail business and to operate a sash, door and blind factory which is now in operation.

Nashville—Publishing.—Chartered: The Advocate Publishing Co., with capital of \$5000, by Albert E. Hill and others.

New Market—Mattress, Furniture, etc., Factory.—Ault & Rutherford are erecting two-story building 30x50 feet for manufacturing woven-wire mattresses, furniture and house-building material, as lately reported.

Ooltewah—Saw-mill.—The Loomis & Hart Manufacturing Co. of Chattanooga, Tenn., will not build saw-mill at Ooltewah, as lately reported.

Prossie—Timber Lands and Iron Ore.—An Indiana company has purchased 500 acres of timber land from W. A. Kirkpatrick at Prossie, and will develop it. The property also contains iron ore.

Pulaski—Phosphate Lands.—A. L. Nestle-rod of Northwestern Fertilizing Co., New Albany, Ind., states that he has not purchased phosphate lands at Pulaski, but contemplates doing so in the near future.

Riceville—Stave Factory.—The Oxley Stave Co., Chattanooga, Tenn., Keith Webb, general manager, will erect a \$5000 stave factory at Riceville.

South Pittsburg—Foundry.—The Blalock Foundry will erect new and enlarged shops (as lately reported), with floor room in foundry for 250 molders. No definite arrangements have as yet been made.

Stantonville—Telephone Company.—The Stantonville Telephone Co. has been incorporated by J. R. Hurly, L. A. Lockman, N. A. Ervin and others, with capital of \$1000.

Sweetwater—Canning Factory, Ice Plant and Laundry.—A stock company is being organized for the erection of a canning factory, ice plant and laundry combined. For information address D. L. Smith.

Tullahoma—Ice Factory.—L. E. Fox, manager of the Tullahoma Ice Factory, will install a 10-ton plant to increase capacity.

Winchester—Machine Shop.—Vaughan & Fuller, Lock Box 129, have established machine shop.

Winchester—Furniture Factory.—Thomas R. Pfister of Maysville, Ky., is interested in the company reported lately organized for establishment of furniture factory at Winchester; building will be two stories, 100x50 feet, with brick boiler-room and engine-house additional; plant will cost about \$20,000; machinery about contracted for.

## TEXAS.

Corsicana—Cheese Factory.—S. C. Fullerton is mentioned in connection with the cheese factory or creamery reported lately. Address care of G. C. Jester, president Commercial Club.

Dallas—Lumber Company.—The Merrill Lumber Co. has been incorporated, with capital stock of \$10,000, by J. W. Merrill, H. L. S. Kniffin and E. W. Beyette.

Dallas—Furniture Factory.—The Bradford-Haughton Furniture Co., lately reported incorporated, will deal in furniture at present, but later on will manufacture.

Commerce—Flour Mill.—The Commerce Milling & Grain Co., reported recently as incorporated, will erect flour mill of 125 barrels capacity. Address P. A. Norris, vice-president.

Denison—Bridges.—Sixteen steel-span bridges, including one 600 feet across South Canadian and one about the same length across Red river at the Texas line, will be constructed for a railroad. Address Johnston Bros. & Faught, contractors, Sapulpa, Ind. Ter.

Galveston—Conduit System.—An ordinance has been provided granting privilege to the Southwestern Telegraph & Telephone Co. to lay, construct and maintain underground wires enclosed in conduits.

Hubbard City—Water-works.—The Hubbard City Water-Works Co. has been incorporated for construction of \$20,000 water-works system; E. Jarvis, president, and W. R. Bounds, secretary.

Hubbard City—Cotton-oil Mill.—A company with capital stock of \$25,000 has been formed for erection of a cottonseed-oil mill. W. R. Bounds can be addressed.

Marshall—Car Shops.—John C. Resch of Dallas, division civil engineer of the Texas & Pacific Railway, has placed the stakes for the extensive car shops previously reported to be erected at Marshall; main building will be 500x150 feet.

Shuman—Lead Mines.—D. E. Bryant, Chas. H. Crenshaw, Solon Totten and Lee Totten have purchased ninety-five acres of

land near Sherman and will develop for lead.

Smithville—Ice Factory.—G. Buescher's Sons, reported last week as to establish an electric-light plant and ice factory, have electric plant already in operation, and have no intention of installing ice plant at present; may do so later on.

Smithville—Cotton-oil Mill.—Company has been formed for establishment of 25-ton cottonseed-oil mill; G. Buescher's Sons, general managers.

Temple—Planing Mill.—C. M. Campbell & Sons (lately reported as incorporated) conduct a general lumber business and planing mill.

Uvalde—Water-works.—The Uvalde water-works has been purchased by John F. Simpson for \$15,000.

Velasco—Round-bale Compress, etc.—Thos. Shaw will install new engine to increase capacity of his plant, and later on will put in a round-bale cotton press and gin; has also purchased the Angleton broom factory, which he will remove to Velasco and operate.

Waco—Cotton-gin Works.—The Waco Cotton Machine Manufacturing Co. has been incorporated to manufacture cotton-gin machinery by John W. Seigert, Joseph Elkel, Albert P. Matthews and others; capital stock \$10,000.

Wharton—Syrup Mill.—Bates & Jones will establish new ribbon cane syrup mill with daily capacity of 6000 gallons; plant consists of two evaporators and one large strike pan.

Wolfe City—Flour Mill and Electric Plant.—The Medlin Milling Co. has been incorporated, with William Medlin, president; M. L. B. Seaman, secretary, for erection of the flour mill reported lately; capacity 100 barrels per day; company will also establish an electric-light plant.

## VIRGINIA.

Berkley—Planing Mill.—W. L. Moore is erecting a planing mill to manufacture building materials.

Chatham—Tobacco, Cigar and Cheroot Factory.—The Riddle & Hargrave Co. (reported last week as incorporated) succeeds Riddle & Hargrave, manufacturers of tobacco. The manufacture of cigars and cheroots has been added to the plant, and it is probable that 15,000,000 cheroots will be manufactured per year.

Danville—Hardware.—A. W. Traylor, G. P. Peterson, B. S. Motley and Spencer James have incorporated the Piedmont Hardware Co. to succeed Traylor, Peterson & Motley; capital stock not less than \$25,000 nor more than \$100,000.

Dorchester—Coke Ovens.—The Colonial Coal & Coke Co. (lately reported) is building 110 new coke ovens by contract, and expects to build 100 more if the demand for coke continues.

Fredericksburg—Water-power.—It is said that Northern capitalists have purchased the Fredericksburg water-power and will develop.

Grayson—Cotton Mill.—The Southern Mill Co. contemplates establishing a cotton mill on New river at Grayson. Address company care of W. R. Staples, Lynchburg, Va.

Manchester—Gas Plant.—A. L. Adamson and associates will form a company and apply for franchise for establishment of an acetylene-gas plant, as lately mentioned; cost \$40,000. All arrangements for machinery, pipes, etc., have been made.

Norfolk—Ferry Company.—Chartered: The Harbor Ferry Co., by R. G. Bickford, W. J. Nelms, George Nelms Wise of Newport News, A. H. Martin of Portsmouth, J. H. Nelms of Baltimore, Md., and others.

Norfolk—Shipyards.—The Norfolk Shipbuilding & Dry-Dock Co. has been incorporated, with J. P. Andre Mottu of Norfolk, president; H. W. Anderson of Exeter, N. H., vice-president; J. C. Grover of Norfolk, secretary and treasurer; capital stock from \$25,000 to \$200,000. This company has been organized for the construction and operation of the dry-docks and shipyards at Norfolk reported during the week as proposed by a syndicate (of which Mottu, DeWitt & Co. are the representatives), provided the privileges asked for are granted.

Richmond—Paint, Oil, etc., Plant.—The Armitage Manufacturing Co. will rebuild its plant, reported during the week as burned. Main building will be two stories, 150x50 feet, with basement of brick; also two warehouses the same size.

Richmond—Passenger and Power Company.—The Richmond Passenger & Power Co. has effected a temporary organization with James D. Patton, president, and Geo. Ainsley, secretary and treasurer; minimum capital \$20,000. For information address Andrew Pizzini, Jr., 909 Bank street.

Richmond—Cold Forging Plant.—Ashton

Starke will erect a building 46x100 feet, his ultimate purpose being to devote the building to the purposes of a cold forging plant. He will manufacture a pump invented by himself and a corn planter; plant will cost \$20,000.

Richmond—Electric Plant.—The installation of an electric plant in the city hall is contemplated. Address "The Mayor."

Richmond—Telephone Company.—A bill to incorporate the Virginia Telephone & Telegraph Co. has passed the senate and is now pending in the house; capital stock is to be not less than \$500,000 nor more than \$5,000,000; incorporators, John B. Purcell, John D. Horsley, R. S. Boshier and others. Company is empowered to acquire telephone companies now in existence and to construct new lines.

Roanoke—Water-power Development.—A company has been organized, with Edward L. Stone, president; T. W. Goodwin, vice-president; Blair J. Fishburn, secretary and treasurer, for the development of water-power on Roanoke river; 1600 horse-power is said to be available.

Roanoke—Shops.—The 72x139-foot shops of the Norfolk & Western Railroad Co. at Shenandoah will be removed to Roanoke and rebuilt as an adjunct to the Roanoke Machine Works; contract for removal let to J. J. Garry of Roanoke. Address L. E. Johnson, general manager, Roanoke.

Suffolk—Silk Mill.—A proposition has been made to establish a silk mill in Suffolk, provided \$50,000 of stock is subscribed locally. The proposed corporation, should it materialize, will be known as the Nansemond Silk Co., with capital stock of \$400,000. If plans are carried out a building 200x400 feet will be constructed. Mayor R. L. Brewer can probably give information.

Tip-Top—Iron Mines.—It is said that iron ore will be mined on a large scale near Tip-Top, and that the ore will be used by the Graham furnace, operated by the Virginia Development Co., 770 Bullitt Building, Philadelphia, Pa.

Warrenton—Saw-mill.—W. N. Ellis will rebuild his saw-mill reported burned.

## WEST VIRGINIA.

Charleston—Oil and Gas Company.—Chartered: The Empire Producing Co., with capital stock of \$1,000,000, by H. J. Hopkins, R. J. White, W. C. Paul and others, all of Buffalo, W. Va.

Charleston—Water-power Development.—George Bready, manager of the Harper's Ferry Electric Light Co., will, it is said, utilize the water-power of the Shenandoah and Potomac rivers at Charleston to generate electricity and furnish Charleston, Shepherdstown, Martinsburg, Winchester and other towns with power to operate machinery and supply electric lights; 6000 horse-power is available.

Clarksburg—Oil and Gas-land Development.—The West Fork Oil & Natural Gas Co. (lately reported as incorporated) has leased 2000 acres of oil and gas lands near Clarksburg for development. Address John Koblegard.

Hinton—Lumber Mills.—The Raleigh Lumber Co. (lately reported) has a capital stock of \$500,000, and has purchased the business, plant, etc., of the Beaty Lumber Co.; also the lumber business of Axel Ford; company also owns a lease of timber on 45,000 acres of land in Raleigh county, West Virginia; present capacity of plant 100,000 feet per day. Logan M. Bullitt of Philadelphia is president, and Axel Ford of Hinton, vice-president and general manager.

Hinton—Coal Mines, etc.—Logan M. Bullitt of Philadelphia, Pa., is president, and William Lang, general manager, of the Raleigh Coal & Coke Co., lately reported as fully organized with capital stock of \$500,000; company is pushing work of development, and proposes to make the capacity of its plant 1,000,000 tons per year; 200 dwellings are also under construction, besides other necessary buildings, which include hotel, storehouse, postoffice, bank building, power-house, etc. Address No. 770 Bullitt Building, Philadelphia.

Huntington—Telephone Improvements.—The Huntington Mutual Telephone Co. is making extensive improvements, rebuilding its entire system at a cost of about \$60,000.

Monongah—Mining.—The Riverside Mining Co. has been incorporated, with authorized capital of \$50,000, by A. H. Kunst, E. G. Davidson of Weston, W. Va.; A. K. Bowles of Monongah and J. A. Clark of Fairmont.

New Martinsville—Telephone System.—The Exchange Telephone Co. of Littleton, W. Va., has been granted franchise for construction of telephone system at New Martinsville.

Welch—Lumber Company.—The Cub Creek

Lumber Co. has been incorporated, with authorized capital of \$100,000, by R. C. Wood, G. L. Wood, J. C. Walker, George F. Strother and others.

Wheeling—Mining.—The Central Missouri Mining & Milling Co. has been incorporated, with capital stock of \$250,000, by Alfred Paull, Jas. B. McKee, Wm. R. Wells and Wm. Alfred Nelson.

Wheeling—Mercantile.—Chartered: The Friedel Company, by John Friedel and others, with capital stock of \$50,000.

Wheeling—Electric-light Plant.—The city will hold an election on February 24 to decide the issuance of \$510,000 of bonds for the purpose of providing means for refunding the city debt and purchase of an electric-light plant; I. A. T. Sweeney, mayor.

## BURNED.

Algiers, La.—The Morse Machine Shop.

Canton, Ga.—James Quarels' flour and grist mill.

Cecil, Ga.—Starling & Dobson's saw-mill; loss about \$2000.

Charlottesville, Va.—The plant of the Pharmaceutical Works.

Columbus, Ga.—Grist mill and cotton gin of S. L. Mullin at Smith Station.

Durham, N. C.—Durham Electric Lighting Co.'s plant; estimated loss \$25,000.

Durham, N. C.—Paul Wheeler & Co.'s dry-kiln.

Grand Ridge, Fla.—C. A. Bidles' saw and grist mill at Deepwood.

Huntsville, Ala.—The Indiana Lumber Co.'s saw-mill; estimated loss \$10,000. Address company at Nashville, Tenn.

Rio, W. Va.—Rio Extract Co.'s plant, including flour mill, bark-extract plant, blacksmith shops, etc.; estimated loss \$16,000.

Tampa, Fla.—Sligh & Hubbard's cigar factory; estimated loss \$4000.

Warrenton, N. C.—W. N. Ellis' shuttle factory.

Winfield, La.—J. D. Wright's saw-mill and gin.

## BUILDING NOTES.

Augusta, Ga.—Stores Building.—J. Miller Walker and E. Scub & Co. have purchased for \$42,000 the Arlington Hotel property, and will erect large stores building.

Baltimore, Md.—Hotel.—Herbert J. Thurn states that he will not erect a hotel, as was reported last week.

Baltimore, Md.—Buildings.—Reinle Bros. will erect a three-story building 43x113 feet to cost \$6500. J. E. Lafferty has prepared plans for a farmhouse in Baltimore county for Joshua D. Horner; Israel Griffith has contract.

Cartersville, Mo.—Hardware Building.—A company with C. E. Weeks, president, will erect a building, two stories, 45x100 feet.

Charlotte, N. C.—Business Block.—Hook & Sawyer will prepare plans for business block 20x100 feet, three stories, for L. W. Sanders.

Charlotte, N. C.—Office Building.—Hook & Sawyer have made plans for four-story office building for the Postal Telegraph Co.

Chesapeake, Md.—Clubhouse.—The Chesapeake Beach Improvement Co. has awarded contract for its new clubhouse (lately reported) to J. P. McCluskey, 212 New street, Philadelphia, Pa.

Chester, S. C.—Store and Office Building.—S. M. Jones & Co. will erect store and office building after plans by Frank P. Milburn, Charlotte, N. C.

Clinton, S. C.—Residence.—J. A. Bailey will erect residence after plans by Hook & Sawyer of Charlotte, N. C.; contract will be let at once.

Clinton, S. C.—Business Block.—J. A. Copeland will erect store, office and opera-house building, after plans by Hook & Sawyer, Charlotte, N. C.

Columbus, Ga.—School Building.—Plans of T. W. Smith have been accepted by the Columbus school board for erection of \$18,000 building at Rose Hill, and bids will soon be wanted.

Concord, N. C.—Parsonage.—The First Presbyterian Church has had plans prepared by Frank P. Milburn of Charlotte for erection of parsonage.

El Paso, Texas—Building.—The Masons will erect a \$40,000 lodge building. Address Col. B. F. Hammett.

Fort Worth, Texas—Business Block.—Drs. Saunders and Thompson have awarded contract for a two-story brick and stone business block 50x95 feet to cost \$13,000.



**Greensboro, N. C.—Warehouse.**—The Empire Drill Co. has awarded contract for erection of a warehouse 30x100 feet.

**Greensboro, N. C.—Hotel.**—D. R. Huffine will erect a hotel.

**Harriman, Tenn.—Station.**—W. E. Glenn of Charlotte, N. C., has received contract for Southern passenger station to be built at Harriman. Frank P. Milburn of Charlotte, N. C., prepared plans.

**Jackson, Miss.—Theater.**—A company is being organized to erect a \$30,000 theater. Names of interested parties to be announced later.

**Joplin, Mo.—Business Buildings.**—F. D. & E. W. Jones will erect store building. Renzenhausen Bros. will erect brick store building.

**Kansas City, Mo.—Church.**—The congregation of Grand Avenue Methodist Church contemplates erecting a five-story building combining a church with stores and offices at a cost of \$100,000; church to have seating capacity for 2000. Address Rev. C. B. Wilcox, pastor.

**Knoxville, Tenn.—Stable.**—Dr. Millen will erect large livery stable, after plans by W. Chamberlin & Co.

**Louisville, Ky.—Flats Building.**—J. J. Gaffney has made plans for double flats for M. O'Doherty.

**Macon, Miss.—School Building.**—Sealed bids will be received until March 6 for erection of high-school building; plans and specifications by the Andrew J. Bryan Co. of Atlanta, Ga. Address mayor and board of aldermen.

**Macon, Miss.—Courthouse.**—W. Chamberlin & Co., Knoxville, Tenn., have prepared plans for \$30,000 courthouse at Macon. Contract will be let April 4. Address "County Clerk."

**Marietta, Ga.—Warehouse.**—Marietta Chair Factory, B. G. Brumby, manager, will erect warehouse, three stories, of brick, covered with iron, 80x105 feet.\*

**Marlington, W. Va.—Bank and Office Building.**—The Bank of Marlington, F. R. Hunter, cashier, will erect bank and office building to cost \$10,000, as reported lately, and would like plans on same; building will be three stories, brick, 50x100 feet.

**Meridian, Miss.—Office Building.**—W. Chamberlin & Co., Knoxville, Tenn., have prepared plans for \$30,000 office building at Meridian for A. I. Rosenbaum.

**Mobile, Ala.—Club Building.**—Bids will be opened March 1 for erecting the Florida Club building after plans by Pearson & Ashe of Raleigh, N. C. Plans may be obtained of the architects or of Henry Hanaw, chairman, Mobile; \$5000 bond required.

**Monroe, La.—Hotel.**—E. Fudickar is erecting hotel to cost \$25,000, as lately reported.\*

**Newport News, Va.—Lodge Building.**—The Hampton Lodge, No. 366, B. P. O. Elks, will erect a three-story brick and granite lodge building.

**Oak Ridge, La.—Residence.**—J. S. Rolfe will build \$2500 residence.

**Rockingham, N. C.—Office Building.**—Contract for the Manufacturers' office building will be let on March 1; Hook & Sawyer, Charlotte, architects; R. A. Johnson, chairman building committee.

**Roxboro, N. C.—Bank Building.**—The People's Bank, J. A. Long, president, will erect bank building, as lately reported; to be two stories, 25x70 feet.\*

**Salisbury, N. C.—Store Buildings.**—P. W. Brown will erect a block of store buildings, after plans by Hook & Sawyer of Charlotte.

**Shreveport, La.—Bank Building.**—The First National Bank, W. J. Bayerdorfer, cashier, contemplates the erection of a new building, as lately reported, but nothing definite has been decided.

**Thomaston, Ga.—Bank Building.**—Upson Banking & Trust Co. will erect brick bank building, as lately reported; to be 25x60 or 55 feet, plate-glass front, press brick, etc.; Jns. R. Atwater, cashier.

**Tullahoma, Tenn.—Residence.**—D. Aydelett will erect a \$3000 residence, after plans by W. Chamberlin & Co. of Knoxville.

**Washington, D. C.—Apartment-houses.**—C. L. Harding is preparing plans for four-story apartment-house 52x110 feet of gray Roman brick, to contain steam heat, electric and gas lighting, porcelain tubs, etc. A. O. Bliss will erect a five-story apartment-house 76x100 feet, to contain all modern improvements.

**Washington, N. C.—Building.**—B. L. Susan has purchased the Central Hotel property, and will erect a brick building.

**Yokum, Texas.—Hotel.**—Efforts are being made to organize a stock company to erect a hotel. Address J. A. Lander.

## RAILROAD CONSTRUCTION.

### Railways.

**Anniston, Ala.—W. F. Johnston** of Anniston is one of the parties interested in the proposed railroad between Anniston and the Coosa coal fields, which will be twenty-five miles long if built.

**Ashpole, N. C.—N. G. Wade** of Ashpole has secured the contract for the extension of the Atlantic Coast Line between Ashpole and Boardman, N. C., a distance of ten and one-half miles.

**Atlanta, Ga.—The Atlanta & Alabama Railroad Co.**, it is reported, has secured nearly all of the right of way for its proposed line between Atlanta and Selma, Ala., a distance of 200 miles. W. A. Handley is president, and L. E. O'Keefe of Atlanta, secretary.

**Baltimore, Md.—The Baltimore county commissioners** have given permission to the Baltimore, Haleshorpe & St. Denis Railroad Co. to build its electric line in the western suburbs of Baltimore. R. S. Carswell of Baltimore and Oregon R. Benson of Catonsville are directors in the company.

**Baltimore, Md.—The stockholders** of the Baltimore & Lehigh Railway Co. have ratified the decision of the board of directors to change the gauge of this line from narrow to standard. The line is forty-three miles long, and will be relaid with 70-pound rails. John Wilson Brown is president of the company.

**Belair, Md.—The Harford Electric Railway Co.** has been organized to build the proposed line between Belair and Baltimore. A possible terminus may be Havre de Grace. Among those interested are Richard Dallam and John B. Horsey of Baltimore.

**Clay Courthouse, W. Va.—A correspondent** of the Manufacturers' Record writes that the Mountain City Lumber Co. is constructing the railroad along Leatherwood creek, recently referred to. Work is now in progress on the line, which will be eighteen miles in length. James Flynn is manager.

**Columbia, S. C.—The Seaboard Air Line** has completed its short line between Camden and Columbia, and the section between Cheraw and Camden is now under construction. E. St. John at Portsmouth, Va., is general manager.

**Columbia, Tenn.—The Swan Valley & Columbia Railway Co.**, which proposes building a line along the Swan valley, has increased its capital stock from \$10,000 to \$100,000. Among those interested are H. R. Wright and C. C. Christopher.

**Colyarton, Ala.—It is reported** that the Cherokee Mining & Manufacturing Co. will construct an extension to reach ore deposits, which will be four miles in length. The company may be addressed at Chattanooga, Tenn.

**Covington, La.—The East Louisiana Railroad Co.** is relaying a portion of its line with heavier rails and making other improvements. The road is sixty miles in length. N. G. Pearsall at Covington is general manager.

**Cumberland, Md.—It is understood** that the Baltimore & Ohio Railroad Co. is considering the equipment of seventeen miles of line near Cumberland with electric motors, to be used in pulling freight trains up the grades on this division. J. M. Graham at Baltimore is chief engineer.

**Dallas, Texas.—Surveys are now being made** in the interest of the Cleveland syndicate, which proposes building the electric line between Dallas and Fort Worth. C. W. Brown is in charge of the matter.

**Decatur, Ala.—J. C. Medford** of Tupelo, Miss., and others have become interested in the plan to build a railroad between Decatur and Helena, Ark., which was agitated several years ago. The line would extend through the northwestern section of the State.

**Denison, Texas.—A. L. Wolf** of St. Louis, receiver of the Kansas Midland Railway Co., writes that this company is entirely independent of the St. Louis & San Francisco system. It proposes constructing an extension from its present terminus to Denison.

**Denison, Texas.—Messrs. Johnston Bros. & Faught** of Sapulpa, I. T., contractors for the proposed railroad between Sapulpa and Denison, write the Manufacturers' Record that they have sublet about forty miles of the grading, also all of the tracklaying, to Messrs. McCabe & Steen, and expect to let the balance of the grading within the next thirty days. This line will form an extension of the St. Louis & San Francisco system, and the estimated distance is 200 miles. (This has no connection with the other extension to Denison referred to in this column.)

**El Paso, Texas.—It is reported** that the

**Pecos Valley & Northeastern Railroad Co.** is considering an extension of its line from Roswell, N. M., to El Paso, an estimated distance of 165 miles. J. J. Hagerman at Carlsbad, N. M., is president of the company.

**Enterprise, W. Va.—It is reported** that the proposed extension of the Baltimore & Ohio along Binghamon creek will be fifteen miles in length, and that surveys have been completed. J. M. Graham at Baltimore is chief engineer.

**Eureka Springs, Ark.—J. B. Colt & Sons** write the Manufacturers' Record that they will sublet forty miles of the grading along the line of the St. Louis & Northern Arkansas Railroad being built from Eureka Springs to Harrison, Ark. They may be addressed at Clinton, Mo.

**Hampton, Va.—A bill is pending** in the Virginia legislature to incorporate the Yorktown, Poquosin & Hampton Railway Co.

**Houston, Texas.—Stock subscriptions** are being secured for a company which proposes building a line between Houston and Velasco, a distance of fifty-five miles.

**Houston, Texas.—The Galveston Belt & Magnolia Park Railway Co.**, it is reported, is preparing to extend its line to Harrisburg, Texas, and to place trolley motors upon it. H. E. Fuller of Houston and Jonathan Frost of Atlanta, Ga., are the present officers.

**Huntington, W. Va.—The Ohio Valley Street Railway Co.** has secured a franchise to build its electric line in Catlettsburg, Ky. This company proposes completing a system which will connect Huntington, Catlettsburg, Ashland and a number of other towns in Kentucky and West Virginia. L. T. Vinson of Huntington is one of the principal promoters.

**Jackson, Ga.—The business men** of Jackson are interested in the plan to extend the Florida & Indian Spring Railroad to Jackson, a distance of four miles. W. F. Smith of Plovilla is president of the company.

**Jacksonville, Fla.—About sixty-five miles** of the Jacksonville & Southwestern Railroad have been completed and seventy-six miles graded. During the present year it is calculated to build to Newburg, Fla., a total distance of 105 miles from Jacksonville. George L. Davis at Jacksonville is chief engineer.

**Jacksonville, Ala.—A correspondent** of the Manufacturers' Record confirms the report that the Tredegar Mineral Railway will be completed to Burke Iron Mountain during the present year. The promoters are R. S. Towne, president of the Mexican Northern Railway Co., of San Luis and Potosi, Mexico, and Gen. J. W. Burke of Mobile, Ala. The extension will be about five miles long.

**Kingwood, W. Va.—A. H. Whitsett** of Whitsett, Pa., one of the promoters of the railroad between Kingwood and Hardman's Station, writes the Manufacturers' Record that he is now organizing a company. The road will be about twenty-five miles in length, and it is expected to build it in the near future. It is intended to reach coal deposits in the section which it traverses.

**Little Rock, Ark.—S. W. Fordyce**, president of the Little Rock & Hot Springs Western Railroad Co., informs the Manufacturers' Record that it is expected to begin operations with its line about March 15. All but fourteen miles of track have been laid. The road will be fifty-five miles in length, and will connect with the Choctaw, Oklahoma & Gulf Railroad at Little Rock.

**Newport News, Va.—A bill is pending** in the Virginia legislature to incorporate the Hampton Roads Railway & Electric Co., which proposes building another line between Newport News and Fortress Monroe. W. J. Neils and George M. Wise of Newport News are two of the principal promoters of the enterprise.

**Nicholls, Ga.—The Offerman & Western Railroad** has been completed between Offerman and Nicholls, a distance of thirty-six miles. It is proposed to extend it to Ocilla, twenty miles further. C. M. Craig at Savannah, Ga., is engineer.

**Portsmouth, Va.—John L. Watson**, one of the promoters of the James River Railway Co., writes the Manufacturers' Record that this line is proposed between Portsmouth and Smithfield, and may be eventually extended to Richmond. Surveys have been completed, and it is intended to construct the line in the near future.

**Rocky Comfort, Ark.—The surveys** for the Arkansas & Choctaw Railroad have been nearly completed to Wichita Falls, Texas. The road is now in operation between Texarkana and Arkinda, a distance of forty-six miles. The proposed extension will be over 200 miles in length. F. W. Valliant at Rocky Comfort is chief engineer.

**Salem, Ark.—Surveys are being made** for the Salem & Southern Railway projected

between Salem, Mo., and Harrison, Ark., a distance of sixty-five miles. R. J. Greathouse of West Plains, Mo., may be addressed.

**Saltville, Va.—The Chilhowie Lumber Co.**, it is stated, will construct a tramroad from Saltville to its timber lands recently purchased in Poor valley; the distance is about twenty miles.

**Velasco, Texas.—It is reported** that the State authorities have determined to build a railroad to property used for a convict farm in the vicinity of Velasco. John W. Maxey at Houston, Texas, is engineer in charge.

**Washington, D. C.—A. B. Linderman**, president of the Washington & Seaboard Railroad Co., states that Messrs. Kearns & Eagen of Philadelphia have offered to build this line within six months, as soon as the necessary authority is granted the railroad company. It is proposed between Washington and Point Lookout, a distance of about eighty miles.

**West Point, Ga.—About eight miles** of the extension of the Chattahoochee Valley Railroad between Riverview and Columbus have been completed by the contractors, Messrs. Brooks & Sons of West Point. Surveys have been completed for the northern extension from West Point along the Chattahoochee river a distance of thirty miles, and it is understood that this portion is to be built at once. L. Lanier at West Point is president of the railroad company.

**Wheeling, W. Va.—A correspondent** of the Manufacturers' Record writes that the Wheeling & Benwood Connecting Railroad, recently referred to, will be used in connection with the Riverside Iron Works, which is a branch of the National Tube Co. F. J. Hearne at Wheeling is general manager.

**Wheeling, W. Va.—It is reported** that Jas. R. Barnes of Unlontown, Pa., is interested in the proposed railroad between Unlontown and Wheeling, recently referred to in the Manufacturers' Record. The road would traverse Fayette and Green counties in West Virginia, and open up coal deposits which they contain.

**William Penn, Texas.—Right of way** is being secured for the proposed railroad line between William Penn and Chapel Hill, a distance of eighteen miles. The road will connect with the Houston & Texas Central at Chapel Hill. Among those interested are M. F. Myatt of William Penn and D. A. Kelly of Navasota.

### Street Railways.

**Atlanta, Ga.—The Atlanta Railway & Power Co.** has secured enough rails to lay seventeen miles of track during the present year. Work is now in progress on the various extensions. Ernest Woodruff is president of the company.

**El Paso, Texas.—John T. Terry** of New York and others have purchased the Santa Fe Street Railway, and it is understood will change it from animal to electric power. It is about four miles long.

**Fayetteville, N. C.—W. McNeill** and others have secured a franchise to build an electric railroad along several streets in the town.

**Galveston, Texas.—Charles Hotchkiss** of New York, representing the Guaranty Trust Co. of that city, has purchased the Galveston City Street Railroad. It is understood a number of improvements and extensions will be made to it. The property comprises forty-one miles of line.

**Jacksonville, Fla.—Another street railway** company has asked for a franchise to build an electric line in the city and suburbs, which includes Walter C. Nelson of Chicago and A. H. King of Jacksonville.

**Mena, Ark.—P. Mulraney** and others are interested in a proposed electric street railroad.

**Petersburg, Va.—The Southside Railway Co.**, it is reported, has determined to build several miles of extension to its electric lines in the near future.

**Do You Use Pulleys?**—If so, your attention is directed to a leaflet that has been issued relative to the all wrought-steel pulleys, already so widely used that the demand during 1899 led to the erection of new and larger factory for their production. This new factory will be completed this year; its buildings occupy several acres of land; its special machinery will make pulleys up to and including forty-two inches in diameter. The claims for this pulley are such as to demand the attention of all pulley users. It is claimed to be half the weight, size for size, as cast-iron pulleys; to save power; to grip the shaft perfectly; to be safe under high speeds, and to be pushed for shafts of different sizes. Send to the American Pulley Co., Philadelphia, Pa., for a leaflet descriptive of this pulley, its product.



**Machinery, Proposals and Supplies Wanted.**

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

**Acid Phosphate Plants.**—The Imperial Company, Norfolk, Va., wants names of parties who make a specialty of erecting acid phosphate plants.

**Automobiles.**—The American Autocarette Co., O. G. Staples, president, Riggs House, Washington, D. C., will want to contract for ten automobiles to carry twenty people each.

**Belting.**—See "Shafting."

**Belting.**—See "Roofing Machinery."

**Bleachery.**—Marshall & Co., Sumter, S. C., want to correspond with manufacturers of bleaching machinery.

**Bleachery Equipment.**—See "Calendering Machinery."

**Blower Fan.**—Centerville (Ala.) Lumber Co. is in the market for second-hand blower fan, 12 to 19 inches outlet shavings.

**Bobbin and Shuttle Machinery.**—Kennedy Bros., Laurens, S. C., want information concerning bobbin and shuttle machinery.

**Boiler and Engine.**—See "Shingle Mill."

**Boiler and Engine.**—W. H. Martin, Gold Hill, N. C., wants a 20 or 25-horse-power boiler and engine, second-hand.

**Boiler and Engine.**—Ault & Rutherford, New Market, Tenn., are in the market for a 20-horse-power boiler and 16-horse-power engine detached and on skids, all complete.

**Boiler and Engine.**—John H. Tate, High Point (N. C.) Mantel & Table Co., wants to purchase an 80-horse-power boiler and 50-horse-power engine.

**Boiler and Engine.**—See "Saw-mill."

**Boilers and Engine.**—West Point (Ga.) Iron Works wants to buy one second-hand 100 or 120-horse-power Corliss engine, two 100-horse-power water-tube boilers, new or second-hand.

**Boilers and Engine.**—See "Woodworking Machinery."

**Boilers and Engines.**—See "Paper Mill."

**Boilers and Engines.**—See "Roofing Machinery."

**Brick Machinery.**—J. S. Rolfe, Oak Ridge, La., wants addresses of brick-machinery manufacturers.

**Brick Machinery.**—See "Drying Apparatus."

**Bridge.**—J. M. Caldwell, David S. McCray and William Lambert, bridge commissioners, Malvern, Ark., will receive bids at public outcry March 6 for construction of an iron and steel bridge over the Ouachita river at Rockport. Bridge will have three spans and be 510 feet long, with 16-foot roadway, and three piers and one abutment, twenty feet of pile trestle approach and thirty feet of dirt fill. Certified check for \$500 and bond required. Usual rights reserved. Plans, specifications and forms of contract may be seen at county clerk's office, Malvern.

**Broom Machinery.**—Hurst Publishing & Trading Co., Middlesborough, Ky., wants to correspond with manufacturers of broom and handle machinery.

**Building Material.**—Marietta Chair Factory, B. G. Brumby, manager, Marietta, Ga., is in the market for all the material for a three-story brick warehouse covered with iron, 80x105 feet.

**Building Materials.**—E. Fudickar, Monroe, La., is in the market for bathtubs, closets, washstands, sinks, stoves, grates, radiators, etc.

**Calendering Machinery.**—Pratt & Yates Bag Co., Anniston, Ala., wants bids on calendering machinery.

**Canning Machinery.**—J. M. Thomas, care of Fourth National Bank, Atlanta, Ga., wants to correspond with manufacturers of canning machinery.

**Canning Machinery.**—Charles D. McKinney, No. 809 Equitable Building, Atlanta, Ga., wants prices on complete canning outfit.

**Carbide.**—J. Mason Miller, Jr., of the Acme Acetylene Gas Co., Staunton, Va., wants to communicate with manufacturers of carbide.

**Casks.**—See "Drums."

**Castings.**—See "Cotton-gin Supplies."

**Chain-testing Machine.**—E. A. V., Lock Box 1086, Philadelphia, Pa., wants a 100,000 to 200,000-pound chain-testing machine.

**Cider and Vinegar Machinery.**—Hurst Publishing & Trading Co., Middlesborough, Ky., wants to correspond with manufacturers of machinery for making artificial cider and vinegar.

**Clothing Factory.**—See "Sewing Machines."

**Coffee Roaster.**—R. N. Dickey, Bristol, Tenn., is in the market for a large coffee roaster.

**Cornmeal Mill.**—W. H. Martin, Gold Hill, N. C., wants to buy a second-hand portable (vertical preferred) corn mill, not less than 15-inch buhrs (Nordyke & Marmon preferred).

**Corn Mill.**—See "Flour Mill."

**Cotton-gin Supplies.**—T. H. Nance, P. O. Box 382, Talladega, Ala., will be in the market for three and three-and-one-half-inch gin bristles and light malleable castings.

**Cotton Mill.**—Val Taylor, secretary and treasurer of the Ella White Cotton Mills, Uniontown, Ala., wants estimates, etc., from manufacturers and builders of cotton-mill machinery.

**Cotton Waste.**—Dahl Bros., Copenhagen, Denmark, want prices on cotton waste in three-ton lots.

**Crushing Machinery.**—R. K. B., P. O. Box 3, Phillipsburg, N. J., wants a set of small crushing rolls.

**Drums.**—Pratt Process Co., Atlanta, Ga., wants to correspond with manufacturers of iron drums to be used in shipping sulphuric acid.

**Drying Apparatus.**—Fulton Bag and Cotton Mills, Atlanta, Ga., wants addresses of manufacturers of drying machines suitable for drying clay.

**Electric-light Machinery.**—West Point (Ga.) Iron Works wants to buy one 1000-incandescent-light dynamo.

**Electric-light Machinery.**—Statesville, N. C., wants prices on 1000 or 1200-light alternating incandescent dynamo and power to operate same. Address D. A. Miller, chairman electric-light committee.

**Electric-light Machinery.**—The Rayne Ginning Co., Limited, Rayne, La., wants to purchase a dynamo of 500 16-candle lights; also necessary wire, etc.

**Electric-light Plant.**—The city of Owensboro, Ky., will probably want estimates on \$40,000 electric-light plant. Address J. M. Nevitt, chairman special light committee.

**Engine.**—See "Woodworking Machinery."

**Engine.**—R. N. Dickey, Bristol, Tenn., is in the market for a three or four-horse-power gas engine.

**Engine.**—R. K. B., P. O. Box 3, Phillipsburg, N. J., wants a second-hand Corliss engine, 200 horse-power.

**Engine.**—Catawba Cotton Mills, Newton, N. C., wants to buy a second-hand Corliss engine 100 to 125 horse-power, with 12 to 14-foot driving pulley.

**Engines.**—See "Haulage Plant."

**Excelsior Dealers.**—Carpenter-Houston Manufacturing Co., Dewitt, Ark., wants addresses of excelsior dealers.

**Excelsior Machinery.**—Clare & Scharrath, Orlando, Fla., want names of parties making machinery for tearing up palmetto leaves for making palmetto excelsior and for bedding.

**Fertilizer Plants.**—See "Acid Phosphate Plants."

**Flour Mill.**—P. A. Norris, vice-president Commerce (Texas) Milling & Grain Co., is in the market for machinery for 125-barrel flour mill, corn shellers, etc.

**Flour Mill.**—Col. J. F. Jones, Laurel, N. C., wants estimates on 50-barrel roller-process flour mill.

**Foundry Equipment.**—Thomas Laughlin Co., Portland, Maine, wants a second-hand drop hammer, with either board or "Peck" lifter.

**Foundry Equipment.**—F. R. Phillips' Sons Co., Philadelphia, Pa., wants rotary shear to cut one-half-inch plate and 12-inch bar train complete.

**Furniture Machinery.**—E. H. Wilkes, Laurens, S. C., wants machinery for furniture factory.

**Gas Engine.**—See "Engine."

**Gasoline Engine.**—See "Woodworking Machinery."

**Gearing.**—H. Jeff. Davis, Waynesboro, Ga., wants to buy bevel, miter and straight-faced gearing made of rawhide; also cut brass and iron gearing.

**Grinding Machinery.**—See "Mica Mill."

**Handle Machinery.**—See "Broom Machinery."

**Haulage Plant.**—Bon Air Coal, Land & Lumber Co., J. M. Overton, general manager, Nashville, Tenn., is in the market for a pair of geared tall-rope haulage engines, about 11x14 cylinders; will consider second-hand.

**Ice Machinery.**—See "Refrigerating Plants."

**Ice Machinery.**—Mt. Pleasant (Tenn.) Electric Co., E. L. Gregory, president, wants prices on 25-ton ice plant.

**Iron Scrap.**—J. B. & J. M. Cornell, Twenty-sixth street and Eleventh avenue, New York city, want heavy cast scrap suitable for melting in air furnace, such as rolls, housings, etc.

**Knitting Mill.**—R. A. Almond, Washington, Ga., is in the market for machinery for \$25,000 underwear mill.

**Machine Tools.**—T. H. Nance, P. O. Box 382, Talladega, Ala., wants to correspond with dealers in milling machines, lathes and drill presses.

**Machine Tools.**—George Foundry and Machine Works, Rome, Ga., is in the market for 30 to 34-inch by 16-foot lathe, 40 to 50-inch boring mill, both second-hand; give price f. o. b. Rome.

**Machine Tools.**—Vaughan & Fuller, Lock Box 129, Winchester, Tenn., want second-hand shaper, large drill, planer, etc.

**Machine Tools.**—Ornamental Iron & Wire Co., Chattanooga, Tenn., wants one double punch and shear, small hand punch for wire work, sheet-iron shears, light hand-drill press, wire straightener and cutter, lathe and pipe cutter combined.

**Machine Tools.**—"Boring Mill," care Iron Age, New York, wants a 12 or 14-foot boring mill, second-hand or new, with two heads and keyseating attachment.

**Machine Tools.**—Statler-Bischoff Co., Rockwell and Fillmore streets, Chicago, Ill., wants a 10-foot power shear, No. 10 gauge, second-hand.

**Machine Tools.**—"Buyer," care Iron Age, New York, wants to buy one drop press twenty-four inches between uprights, one drop press thirty inches between uprights.

**Machine Tools.**—Middletown (Ohio) Machine Co. wants 36-inch engine lathe, 42-inch or 48-inch planer with two heads.

**Machine Tools.**—Damon Safe & Iron Works Co., Boston, Mass., wants one 10 or 12-foot vertical boring and turning mill.

**Mica Mill.**—G. E. Merritt, No. 59 Charlotte street, Asheville, N. C., wants catalogues and prices on mill for grinding mica.

**Mining Machinery.**—Scarborough & Milligan, Choccolocco, Ala., want drilling machine.

**Naval Supplies.**—Proposals will be received at the bureau of supplies and accounts, Navy Department, Washington, D. C., until February 20 for furnishing at the navy-yard a quantity of lumber, sheet copper, brass wire and sodium nitrate. Blank proposals will be furnished on application; A. S. Kenny, paymaster-general U. S. Navy.

**Oil Burners.**—W. O. Edmonston, 5 and 7 German street, Baltimore, Md., wants names of manufacturers of oil burners that are adapted for using under low pressure steam cottage boilers.

**Oil Mill.**—Piedmont Oil Co., J. W. Lineberger, president, Shelby, N. C., will need machinery and supplies for cottonseed-oil mill.

**Paper Mill.**—R. Thomas, P. O. Box 101, Evergreen, Ala., wants a complete paper-mill outfit, consisting of weed pulp grinders, barkers, beating and washing engines, refining engines, shaftings, paper machines, steam engines, boilers, belting, etc.

**Pipe.**—Wm. Baugh, city secretary, will receive sealed proposals at Houston, Texas, until February 23 for furnishing approximately 1400 tons of cast-iron pipe of 8-inch, 18-inch and 24-inch diameter, and twenty tons of special castings. Specifications can be had from city secretary or from office of consulting engineer, Alexander Potter, 157 Broadway, New York. Proposals must be accompanied by certified check for \$5000. Usual rights reserved.

**Pipe Fittings.**—See "Roofing Machinery."

**Piping.**—See "Railway Equipment."

**Pumping Machinery.**—Wm. Baugh, city secretary, Houston, Texas, will receive sealed proposals until February 28 for furnishing and installing two 150-horse-power slow-speed Corliss engines; one 12-inch and one nine-inch compound centrifugal pumps, and two six-inch centrifugal pumps; two

110-horse-power high-speed engines and two 75-kilowatt dynamos; two 200-horse power water-tube boilers, with feed pumps, economizers, induced-draft apparatus, stack, etc.; two 30-horse-power gasoline engines and two 30-horse-power motors; condensers, circulating pumps, shafting, pulleys and belting, wiring pole line, etc. Plans and specifications can be seen at office of consulting engineer, Alexander Potter, 157 Broadway, New York, and from city secretary, Houston. Certified check for \$5000 required. Usual rights reserved.

**Pumps.**—See "Roofing Machinery."

**Railway Equipment.**—Everett Lumber Co., Everett, N. C., may want three or four miles of 25-pound rails.

**Railway Equipment.**—C. L. Bowers Iron Works, 541 Adams street, Chicago, Ill., wants to purchase old pipe and rails.

**Railway Equipment.**—Robinson & Orr, 419 Wood street, Pittsburg, Pa., want to buy second-hand rails, either steel or iron, in car-load lots and of 16, 20, 25, 30 or 35 pounds.

**Railway Equipment.**—"Relayers," care Iron Age, 117-119 South Fourth street, Philadelphia, Pa., want 2000 tons 65 to 70-pound relayers for tidewater delivery, 5000 tons 56 to 60-pound relayers for Western delivery.

**Railway Equipment.**—Wanted—Six to ten miles of 50 to 70-pound steel relaying rail, with frogs, switches, etc., for factory sidetrack, to be delivered in March or April, L. S. & M. S. Ry., near Toledo, Ohio. Address "Co-operative," care Iron Age, New York.

**Railway Equipment.**—Jones & Meehan, No. 1 Beacon street, Boston, Mass., want to buy or hire a locomotive, about ten tons, three-foot two-inch gauge.

**Railway Equipment.**—Hammond & Swindel Lumber Co., Jesselyn, Ga., is in the market for one standard-gauge light locomotive, with separate tender.

**Refrigerating Plants.**—Sealed proposals in triplicate will be received until February 23 at Mississippi river commission, Fullerton Building, St. Louis, Mo., for building and installing six refrigerating plants complete. Information furnished on application; Mason M. Patrick, captain, engineers, secretary.

**Road Machinery.**—Morristown, Tenn., will buy a graded rock crusher that will break 75 to 100 yards per day. Address R. McFarland, mayor.

**Roaster.**—"Roaster," care of Engineering and Mining Journal, New York, wants a second-hand medium-size revolving roaster.

**Roofing.**—People's Bank, J. A. Long, president, Roxboro, N. C., will want to purchase tin roofing.

**Roofing Machinery.**—Armitage Manufacturing Co., 3200 Williamsburg avenue, Richmond, Va., is in the market for roofing machinery, boilers, engines, belting, steam pumps, pipe fittings, etc.

**Safe.**—Brevard Lumber Co., Brevard, N. C., is in the market for safe, new or second-hand.

**Saw-mill.**—T. J. Cade, Orangeburg, S. C., wants to purchase band saw-mill to cut through center of log thirty inches in diameter, new or second-hand.

**Saw-mill.**—Louis B. Holzknicht, Middle River P. O., Maryland, wants to purchase a saw-mill outfit, including rip saw, molder and carriage for driving logs with rip saw.

**Saw-mill.**—William Matthews & Son, Faber, Ark., want bids on circular saw-mill of about 15,000 feet capacity.

**Saw-mill.**—See "Blower Fan."

**Saw-mill.**—W. C. Myers, Osceola, Ark., is in the market for complete band saw-mill with daily capacity of 40,000 or 50,000, including engine and boiler; also wants to correspond with manufacturers of stove-mill machinery.

**Saw-mill Supplies.**—Centerville (Ala.) Lumber Co. is in the market for second-hand automatic knife grinder and second-hand automatic saw gummer.

**Sewing Machines.**—T. W. Thrash Co., Tarboro, N. C., wants to purchase machines, new or second-hand, for manufacture of overalls, pants, etc.

**Shafting.**—See "Paper Mill."

**Shafting.**—See "Woodworking Machinery."

**Shafting and Pulleys.**—See "Shingle Mill."

**Shingle Mill.**—J. E. Kanoy, Biscoe, N. C., wants to buy 30-horse-power boiler and engine, shafting, pulleys, drag saw, etc.

**Shredding Machinery.**—See "Excelsior Machinery."

**Sill.**—U. S. Engineer Office, New Orleans, La., will receive sealed proposals until March 7 for constructing sill across head of Pass a l'Ouvre, Mississippi river. Information furnished on application; H. M. Adams, major, engineers.

**Stave Mill.**—See "Saw-mill."

**Soapstone Manufacturers.**—Asphalt Ready Roofing Co., 135 Water street, New York, N. Y., wants addresses of soapstone manufacturers.

**Telephone Supplies.**—B. A. Mathes, Johnson City, Tenn., wants to correspond with manufacturers of and dealers in telephone supplies.

**Textile Machinery.**—See "Calendering Machinery."

**Textile Machinery.**—See "Bleachery."

**Textile Machinery.**—See "Kilting Mill."

**Wood-pulp Machinery.**—B. A. Mathes, Johnson City, Tenn., wants to correspond with dealers in wood pulp and wood-pulp machinery.

**Woodworking Machinery.**—Carpenter-Houston Manufacturing Co., Dewitt, Ark., wants prices on a short log saw, spoke and handle lathes.

**Woodworking Machinery.**—Julian S. Starr, Rock Hill, S. C., wants an 8 to 10-horse-power gasoline engine, 18 to 20-inch pony planer with matching and molding attachment, six-inch four-side molder, band saw, shaper and turning lathe.

**Woodworking Machinery.**—See "Broom Machinery."

**Woodworking Machinery.**—E. T. Flirth, Ocean Springs, Miss., wants prices on new or second-hand saw-mill, three-inch mandrel, with one gang edger and full equipment; two 75-horse-power boilers, one 14x22 engine, line shaft, etc.

**Woodworking Machinery.**—Dalton (Ga.) Coffin & Casket Manufacturing Co., J. B. Hendrick, secretary, is in the market for full line of machinery.

## TRADE LITERATURE.

**"Phillips" Rock Drill.**—A leaflet descriptive of the "Phillips" rock drill has been issued by the Phillips Rock Drill Co. of Philadelphia, Pa., maker of the drill. This machine is seen in diagram drawing in the leaflet, and its parts are fully described to show its effective operation, its durability and general satisfactoriness for the purposes to which it is adapted. The manufacturer is equipped with all the latest and best appliances for machine work, and these, combined with skilled labor and the best materials, enable the production of a perfect machine in its class.

**A New Industrial Situation.**—The generation and distribution of power is a subject that is of wide interest and attracting the attention of those engaged in industrial operations throughout the world. The progress that has been made during the past decade in the utilization of water-powers and the development of electricity and its distribution for purposes of the manufacturing world is now so generally known that he who runs may read. With the general progress of industrial conditions has come the introduction of the gas engine, which seems destined to ultimately displace the steam engine as a motive power or as a producer of electricity. Engineers have for years recognized that gas would be the ideal fuel, provided that it could be supplied at a practicable cost, be conveyed economically over long distances and be utilized in a form of engine which should, in speed regulation and smoothness of working, equal the best steam engine. To those acquainted with the status of the gas engine in the industrial world today it is evident that the essential conditions mentioned have been accomplished. There has been lately issued a booklet that suggests the statements made above, its title being "A New Industrial Situation." This work shows the developments that have placed the gas engine in its present prominent place, and presents the advantages that arise from its use in the various industrial systems and the vast possibilities that are realized to be but questions of time. Accompanying the book are two clippings from the New York Times of a recent date, one being headed "The Gas and Power Merger," written by Mr. George Westinghouse of New York, the other being titled "Plants for Using Refuse." Its author being Dr. R. H. Thurston of Ithaca, N. Y. These two letters bear upon the subject of which "A New Industrial Situation" treats, and together they are of the greatest interest to those interested in the future of the gas engine and the great problem of power distribution. The Westinghouse Companies of Pittsburgh, Pa., have issued this book, and a request to their "Publishing Department" will secure a copy for anyone desiring it.

The Havre de Grace Improvement Co. of Havre de Grace, Md., has declared a dividend of 6 per cent.

## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

### New Corporations.

It is reported that Knoxville parties are forming a new banking company at Johnson City, Tenn.

F. A. Galloway and others have organized the Bank of Gentry at Gentry, Mo., with \$20,000 capital stock.

John A. Huff and others have organized the Nicholas County Bank at Summersville, W. Va., with \$25,000 capital stock.

Lemuel T. Appold and Robert C. Cole are interested in the City Savings Bank, which has been organized at Baltimore with \$10,000 capital stock.

J. T. Gabbert is president; T. P. Hill, vice-president, and M. Scott, cashier, of the bank recently formed at Senatobia, Miss. It is capitalized at \$30,000.

A bill has been introduced into the Maryland legislature incorporating the Finance Company of Maryland. Among those interested are Simon J. Block and Richard B. Sperry.

The Citizens' Banking Co., recently organized at Eastman, Ga., has secured a charter. It is capitalized at \$50,000. W. W. Ashburn and J. C. Williams are among those interested.

### New Securities.

The People's Bank of Plaquemine, La., has voted to increase its capital stock to \$50,000.

The city of Annapolis, Md., may issue \$121,000 in bonds for various purposes. Address the mayor.

The city council of Augusta, Ga., has authorized the issue of \$82,000 in refunding bonds. Address the mayor.

The city of Natchez, Miss., is considering the issue of \$25,000 in 5 per cent. bonds. The mayor will give further information.

The town of Abbeville, S. C., is considering the issue of railroad bonds. The town clerk may be addressed for further particulars.

W. B. Berry of Newnan, Ga., has purchased the issue of \$20,000 in 4 per cent. bonds recently offered for sale by this community.

A bill is pending in the Maryland legislature authorizing the town of Laurel, Md., to sell bonds for improvements. Address the mayor.

The town of Buena Vista, Va., has received authority to issue bonds by the legislature. The town clerk will give further information.

The city of Winchester, Va., has been authorized to issue \$30,000 in 4 per cent. bonds for improvements. The mayor may be addressed.

The Paducah (Ky.) Water Co. has given a mortgage to Charles E. Dallam of Henderson, Ky., to secure an issue of \$100,000 in bonds.

The school district of Dayton, Ky., is considering a bond issue for a new schoolhouse. The school commissioners may be addressed at Dayton.

Duke M. Farson of Chicago has purchased the issue of \$25,000 in bonds recently placed on the market by the town of Crystal Springs, Miss.

The city of Natchitoches, La., will vote on the question of issuing \$30,000 in 5 per cent. bonds for improvements. The mayor may be addressed.

The Planters' Bank of Clarksdale, Miss., has increased its capital to \$100,000. R. W. Millsaps has been elected president of the company.

The town of Lexington, Miss., will probably issue bonds for various purposes if authorized by the legislature. The town clerk may be addressed.

The board of commissioners of Anne Arundel county, Maryland, may be addressed at Annapolis relative to the proposed issue of \$20,000 in bonds.

Cambridge, Md., will probably place on the market \$10,000 in bonds for improvements if authorized by the legislature. The mayor will give further information.

A charter has been granted the American Investment Co. of Spartanburg, S. C., capitalized at \$50,000. The officers are Arch B. Calvert, president, and W. A. Law, treasurer.

A correspondent of the Manufacturers' Record writes that the town of Luray, Va., will probably issue \$35,000 in bonds during the present year. J. A. Beach may be addressed.

The bond issue offered for sale by the town of Salem, Va., amounts to \$34,000. Bids will be received until March 10 by J. H. Duncan and J. C. Langhorne, the committee in charge.

J. H. Lovejoy of Gadsden, Ala., may be addressed relative to the issue of \$10,000 in 6 per cent. warrants, for which proposals will be received until February 28. They are issued by Etowah county.

An ordinance has been passed by the Baltimore city council approving the issue of \$875,000 in city stock to refund bonds of the Western Maryland Railroad Co. It will be sold on February 26.

The city of Wheeling, W. Va., will vote February 24 on the question of issuing \$510,000 in bonds for refunding purposes, also for improvements. A. T. Sweeney, mayor, may be addressed for further particulars.

The total amount of bonds which the city authorities of Atlanta, Ga., are considering is \$500,000. An election will probably be held to decide the question in the near future. The mayor may be addressed.

The stockholders of the Wilmington (N. C.) Gaslight Co. have authorized the issue of \$125,000 in 5 per cent. bonds. The bonds are intended to retire a portion of the present capital stock and to improve the plant of the company.

The city of Nashville, Tenn., will probably vote on the question of issuing \$150,000 in bonds for electric-light purposes, and may decide to issue \$500,000 in sewerage bonds if authority is obtained from the legislature. Hon. James H. Head may be addressed.

### Dividends and Interest.

The People's Bank of Roxboro, N. C., has declared a dividend of 7 per cent.

The Lynnville (Tenn.) Trust Co. has declared a semi-annual dividend of 4 per cent.

The Baltimore Fire Insurance Co. has declared a dividend of seventy-five cents a share.

The Darien Ice Co. of Darien, Ga., has declared a dividend of 8 per cent. for the last year.

The Corn Trade and Options Markets Considered in Relation to Social Economic Problems. By F. Hammesfahr. Publisher, G. E. Stechert, New York city. Price fifty cents.

The author, who has had a long experience in the grain trade, and has been a close student of economic problems, has reached the conclusion that all options business should at once be condemned and driven from the markets. He traces the difference between transaction in cereals for future delivery and in options, discusses speculation in cereals and in options, the prohibition of options in Germany, the cause of the depreciation of

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cereals, the influence of options exchanges on the prices of cereals, manipulations in cereals on the options markets, and the arguments raised by partisans of options. The publication is an important contribution to a discussion of a problem affecting thousands of persons.

### Florida—Two Weeks' Tour via Pennsylvania Railroad.

The second Pennsylvania Railroad tour of the season to Jacksonville, allowing two weeks in Florida, will leave Baltimore February 20.

Excursion tickets, including railway transportation, Pullman accommodations (one berth), and meals en route in both directions while traveling on the special train, will be sold at the rate of \$48 from Baltimore, and at proportionate rates from other points.

For tickets, itineraries and other information apply to ticket agents, B. Courlander, Jr., passenger agent Baltimore district, Baltimore, Md., or to Geo. W. Boyd, assistant general passenger agent, Broad Street Station, Philadelphia. †